SOUTHERN PACIFIC COMPANY

PACIFIC LINES

TIME TABLE

FOR THE

TUCSON DIVISION

108

To Take Effect Sunday, December 12, 1937, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

WM. WILSON,
Superintendent.

WELLTON SUBDIVISION

	EASTWARD											Time Table No. 108			WESTWARD						
	SECOND CLASS				FIRST CLASS							December 12, 1937			FIRST CLASS					SECOND CLASS	THIRD CLASS
Capacity of sidings in car lengths	846	902	844	842	2	12	4	6	44	Distance from San Francisco				Distance from Phoenix Yard	1	11	5	3	43	841	901
	Freight	Freight	Freight	Freight	Sunset Limited	Apache	Golden State Limited	Argonaut	Californian						Sunset Limited	Apache	Argonaut	Golden State Limited	Californian	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKWOTYP	4.50PM	1.25PM	9.10AM	1.05AM	5.55PM	5.30PM	4.35AM	4.15AM	4.05AM	732.7		TO-R YUMA 4.8	D.T.	174.3	s 10.40AM	s 2.15PM	s 12.20AM	s 12.30AM	s 12.55AM	1.30AM	11.45PM
258 P	5.05	1.40	9.25	1.20	6.05	5.40	4.45	4.25	4.15	737.5		EAST YARD 2.6		169.5	10.30	2.05	12.10	12.20	12.45	1.17	11.30
67 P	5.10	1.45	9.30	1.25	6.08	5.43	4.49	4.29	4.18	740.1		ARABY 3.6		166.9	10.25	2.01	f 12.06	12.15	12.40	1.12	11.25
72 P	5.16	**1.56**	9.36	1.31	6.12	5.47	4.54	4.33	4.22	743.7		FORTUNA 2.9		163.3	10.20	**1.56**	12.01AM	12.10	12.35	1.06	11.15
67 P	5.21	2.01	9.41	1.36	6.15	5.50	4.58	4.36	4.25	746.6		BLAISDELL 6.9		160.4	10.15	1.51	11.56PM	12.05AM	12.30	1.01	11.05
93 Center P	5.36	2.16	9.56	1.51	6.27	f 6.02	5.11	f 4.48	4.37	753.5		DOME 1.7		153.5	10.03	1.39	f 11.43	11.53PM	12.18	12.48	10.50
84 Spur P										755.2		GRANITE SPUR 5.0	D.T.	151.8							
70 Center P	5.50	2.30	10.10	2.05	6.37	6.12	5.22	4.58	4.47	760.2		LIGURTA 9.8		146.8	9.53	1.29	11.33	11.43	12.08AM	12.36	10.35
72 WIP	6.15PM	2.55	10.35AM	2.30AM	6.48	f 6.24PM	5.35	f 5.10AM	4.58	770.0		TO WELLTON 5.7		137.0	9.40	1.18	11.20PM	11.30	f 11.55PM	12.20AM	10.15
78 P		3.07			6.56		5.43		5.06	775.7		MING 2.0		131.3	9.30	1.09		11.20	11.45		9.50
										777.7		YANO 3.2		129.3							
79 P		3.17			7.02		5.50		5.12	780.9		ROLL 7.4		126.1	9.24	1.03		11.14	f 11.39		9.34
34 Spur P										788.3		TYSON 4.9		118.7							
79 P		3.37			7.15		6.03		5.25	793.2		GROWLER 9.3		113.8	9.10	12.50		11.00	11.25		9.15
81 P		3.55			7.25		6.13		5.35	802.5		KOFA 10.2		104.5	9.00	12.40		10.49	11.14		9.01
79 P		4.15			7.36		6.24		5.46	812.7		HORN 9.6		94.3	8.49	f 12.29		10.38	11.03		8.45
80 WOP		4.40			f 7.46		6.39		5.59	822.3		TO HYDER 8.8		84.7	8.39	f 12.19		10.27	f 10.52		8.30
78 P		5.00			7.57		6.51		6.10	831.1		MONTEZUMA 5.7		75.9	8.29	12.08		10.16	10.39		8.14
78 P		5.10			**8.03**		6.57		6.16	836.8		PAPAGO 4.3		70.2	8.23	12.02PM		10.10	10.33		**8.03**
81 P		5.20			8.08		7.02		6.21	841.1		SADDLE 8.3		65.9	8.18	11.57AM		10.05	10.28		7.48
79 P		6.10			8.21		7.15		6.34	849.4	A. B. S.	HARQUA 1.6		57.6	8.06	11.47		9.52	10.17		7.30
78 P		6.15			8.23		7.17		6.36	851.0		GILLESPIE 5.0		56.0	8.04	11.45		9.50	10.15		7.25
42 Spur P										856.0		CRAG 5.3		51.0							
81 P		6.35			8.34		7.28		6.47	861.3		ARLINGTON 4.4		45.7	7.53	11.34		9.39	10.04		7.10
78 P		**6.50**			8.39		7.33		6.52	865.7		DIXIE 1.9		41.3	7.48	11.29		9.32	f 9.58		**6.50**
12 Spur P										867.6		HASSAYAMPA 2.6		39.4							
6 Spur										870.2		PALO VERDE 1.3		36.8							
78 P		7.00			8.45		**7.42**		6.58	871.5		CONGER 4.2		35.5	**7.42**	11.23		9.24	9.52		6.38
81 WP		7.10			f 8.51		7.49		7.06	875.7		TO BUCKEYE 6.0		31.3	7.26	11.15		9.15	s 9.45		6.30
78 P		7.22			**8.58**		7.56		**7.13**	881.7		LIBERTY 3.2		25.3	**7.13**	11.07		**8.58**	9.34		6.18
P										884.9		NORTON 4.8		22.1							
79 YP		7.34			f 9.08		8.06		7.22	889.7		LITCHFIELD 3.3		17.3	7.03	10.58		8.48	f 9.23		6.05
97 P		7.40			**9.13**		8.11		7.26	893.0		CASHION 1.9		14.0	6.59	10.54		8.44	f **9.13**		5.59
53 P		7.44			[illegible] 9.16		8.14		7.29	894.9		COWDEN 0.8		12.1	6.56	10.51		8.41	9.06		5.55
8 Spur										895.7		TOLLESON 0.6		11.3					f		
65 P										896.3		JEAN 1.8		10.7							
77 P		7.52			9.23		8.19		7.34	898.1		FOWLER 3.9		8.9	6.51	10.46		8.36	9.01		5.48
57 P		8.00			9.28		8.24		7.38	902.0		CAMPO 2.0		5.0	6.47	10.42		8.32	8.57		5.40
80		8.05			9.32		8.28		7.42	904.0		23rd AVE PHOENIX 1.5		3.0	6.43	10.38		8.28	8.53		5.35
										905.5		CROSSING—AT&SF WYE 0.5		1.5							
Yard BKWP					s 9.40PM		s 8.35AM		s 7.50AM	906.0		R PHOENIX 1.0	D.T.	1.0	6.35AM	10.30AM		8.20PM	8.45PM		
Yard BKWOTYP		8.20PM								907.0		TO-R PHOENIX YARD		0.0							5.20PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(174.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.25)	(6.55)	(1.25)	(1.25)	(3.45)	(0.54)	(4.00)	(0.55)	(3.45)			.... Time over district.........			(4.05)	(3.45)	(1.00)	(4.10)	(4.10)	(1.10)	(6.25)
	26.33	25.20	26.33	26.33	46.21	41.44	43.33	40.69	46.21			.... Average speed per hour.......			42.44	46.21	37.30	41.59	41.59	31.97	27.16

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
44	Any Station	Discharge		Yuma
44	Wellton, Hyder, Buckeye, Litchfield	Receive (revenue)	Phoenix	Redlands
4	Hyder, Buckeye, Litchfield	Receive-Discharge (rev.)	El Paso	Redlands

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station	Discharge		East of El Paso
11	Blaisdell	Receive	Scheduled to Stop	
11	Wellton	Discharge		Phoenix
11	Buckeye	Receive-Discharge	Yuma	Phoenix
43	Any Station	Discharge		Phx. Line St'ns & El Paso
3	Litchfield, Buckeye, Hyder	Discharge		Tucson
3	Litchfield, Buckeye, Hyder	Receive (revenue)	Alhambra	

PICACHO SUBDIVISION

EASTWARD													Time Table No. 108 December 12, 1937		WESTWARD							
Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS						Distance from San Francisco			Distance from Tucson	FIRST CLASS						SECOND CLASS	THIRD CLASS
	904	856	854	852	2	12	4	376	44	6					1	11	377	3	43	5	843	903
	Freight	Freight	Freight	Freight	Sunset Limited	Apache	Golden State Limited	Motor	Californian	Argonaut					Sunset Limited	Apache	Motor	Golden State Limited	Californian	Argonaut	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKWP					9.55PM		9.00AM	8.45AM	8.05AM		906.0	D. T.	R PHOENIX 1.0	121.0	s 6.20AM	s 10.15AM	s 4.35PM	s 8.00PM	s 8.30PM			
Yard BKWOTYP	9.30PM				10.00		9.04	8.51	8.11		907.0		TO-R PHOENIX YARD 4.1	120.0	6.14	10.09	4.29	7.54	8.24			11.30PM
19 Spur P	9.42				10.08		9.12	8.59	8.19		911.1		KENDALL 0.7	115.9	6.06	10.01	4.21	7.46	8.16			11.15
11 Spur P								f			911.8		TOVREA 2.6	115.2			f					
87 YP	9.52				f 10.13		9.17	s 9.05	f 8.24		914.4		TO TEMPE 0.9	112.6	6.00	f 9.55	s 4.15	7.40	s 8.10			11.00
P	9.57				10.15		9.19	9.09	8.27		915.3		TEMPE JCT. 1.8	111.7	5.57	9.51	4.11	7.37	8.05			10.50
35 P	10.02				10.18		9.22	9.12	8.30		917.1		NORMAL JCT. 1.3	109.9	5.54	9.48	4.08	7.34	8.02			10.45
											918.4		FRANKENBURG 0.2	108.6								
36 Spur											918.6		TEMPE PUMPING PLANT 3.2	108.4								
Yard KWYP	**10.26**				s **10.26**		9.30	s 9.22	f 8.38		921.8		TO MESA 1.8	105.2	5.46	f 9.40	s 4.00	7.26	s 7.54			**10.26**
79 P	10.32				10.29		**9.33**	9.25AM	8.41		923.6		McQUEEN 1.8	103.4	5.43	**9.33**	3.55PM	7.23	7.49			9.45
22 P											925.4		TREMAINE 0.7	101.6								
40 P	10.37				10.33		9.37		8.45		926.1		FALFA 3.2	100.9	5.39	9.26		7.19	7.45			9.30
76 P	10.46				f 10.39		9.43		f 8.51		929.3		TO CHANDLER 1.7	97.7	5.34	f 9.21		7.14	f 7.40			9.20
35 Spur P	10.50				10.42		9.46		8.54		931.0		POZO 3.3	96.0	5.31	9.16		7.11	7.35			8.55
81 P	10.55				10.46		9.50		8.58		934.3		SERAPE 4.7	92.7	5.27	9.12		7.07	7.31			8.45
71 P	11.03				10.51		9.55		**9.03**		939.0		SANTAN 4.2	88.0	5.22	**9.03**		7.02	7.26			8.35
72 P	11.10				10.56		10.00		9.08		943.2		DOCK 4.9	83.8	5.17	8.56		6.57	7.21			8.25
34 P	11.19				11.02		10.06		9.14		948.1		OLBERG 5.1	78.9	5.12	8.50		6.52	7.15			8.15
79 P	11.27				11.08		10.12		9.20		953.2		BLACKWATER 5.0	73.8	5.06	8.43		6.46	7.08			8.00
81 YP	11.35				11.14		10.18		9.26		958.2	A. B. S.	POSTON 3.8	68.8	5.00	8.37		6.40	7.02			7.45
80 WP	11.50				f 11.22		10.26		f 9.34		962.0		TO COOLIDGE 4.4	65.0	4.56	f 8.30		6.36	f 6.57			7.30
34 P	11.57PM				f 11.27		10.31		f 9.40		966.4		RANDOLPH 5.0	60.6	4.45	8.20		6.25	f 6.51			7.05
72 P	12.05AM				11.32		10.36		9.45		971.4		TOPAZ 4.0	55.6	4.40	8.15		6.20	6.45			6.55
4 Spur P											975.4		PEAK 5.2	51.6								
102 WOYP	12.22	7.45PM	10.55AM	3.35AM	11.42	10.25PM	10.46		9.55	9.25AM	980.6 937.5		TO PICACHO 3.2	46.4	4.29	8.04		6.09	**6.34**	f 65 0PM	4.30PM	**6.34**
73 P	12.32	7.55	11.05	3.45	11.47	10.31	10.52		10.00	9.31	940.7		OCATILLA 3.5	43.2	4.24	7.59		6.04	6.29	6.45	4.23	6.20
94 P	12.39	8.04	11.14	3.54	11.51	10.36	10.56		10.04	9.36	944.2		WYMOLA 3.7	39.7	4.20	7.55		6.00	6.25	6.40	4.17	6.10
73 P	12.46	8.12	11.22	4.02	11.55	10.41	11.00		10.08	9.41	947.9		MONTROSE 3.5	36.0	4.16	7.51		5.56	6.21	6.35	4.11	6.02
69 WP	12.53	8.21	11.31	**4.12**	11.59PM	10.46	11.04		10.12	f 9.46	951.4		TO RED ROCK 2.9	32.5	**4.12**	7.47		**5.52**	6.17	f 6.30	4.05	**5.52**
72 P	12.58	8.26	11.36	4.17	12.02AM	10.49	11.07		10.15	9.49	954.3		AVRA 4.1	29.6	4.09	7.44		5.49	6.14	6.25	4.00	5.40
67 P	1.05	8.33	11.43	4.24	12.07	10.54	11.12		10.20	9.54	958.4		NAVISKA 3.8	25.5	4.04	7.39		5.44	6.09	6.20	3.53	5.30
71 P	1.11	8.39	11.49	4.30	12.11	10.58	11.16		10.24	f 9.58	962.2		MARANA 2.4	21.7	4.00	7.35		5.40	6.05	f 6.16	3.47	5.21
100 P	1.16	8.44	11.54	4.35	12.14	11.01	11.19		10.27	10.01	964.6		ROSKRUGE 2.3	19.3	3.57	7.32		5.37	6.02	6.12	3.43	5.16
165 WP	1.21	8.49	11.59AM	4.40	12.17	11.04	11.22		10.30	f 10.04	966.9		RILLITO 3.0	17.0	3.54	7.29		5.34	5.59	f 6.09	3.39	5.09
100 P	1.27	8.55	12.05PM	4.46	12.20	11.09	11.25		10.33	10.09	969.9		SABINO 2.2	14.0	3.51	7.26		5.31	5.56	6.03	3.34	5.00
67 P	1.32	9.00	12.10	4.51	12.23	11.12	11.28		10.36	f 10.12	972.1		CORTARO 2.6	11.8	3.48	7.23		5.28	5.53	f 6.00	3.30	4.52
100 P	1.37	9.05	12.15	4.56	12.26	11.15	11.31		10.39	10.15	974.7		KINO 2.7	9.2	3.45	7.20		5.25	5.50	5.56	3.26	4.45
67 P	1.42	9.10	12.20	5.01	12.29	11.18	11.34		10.42	f 10.18	977.4		JAYNES 3.8	6.5	3.42	7.17		5.22	5.47	f 5.53	3.21	4.38
P	1.48	9.16	12.26	5.07	12.33	11.22	11.38		10.46	10.22	981.2	D T	STOCKHAM 1.6	2.7	3.38	7.13		5.18	5.43	5.48	3.14	4.30
P											982.8		SOUTH LINE JCT. 1.1	1.1								
Yard BKWFITYP	2.00AM	9.30PM	12.40PM	5.20AM	s 12.40AM	s 11.30PM	s 11.45AM		s 10.53AM	s 10.30AM	983.9		TO-R TUCSON	0.0	3.30AM	7.05AM		510PM	5.35PM	5.40PM	3.05PM	4.20PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(121.0)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.30) 26.67	(1.45) 26.51	(1.45) 26.51	(1.45) 26.51	(2.45) 44.00	(1.05) 42.83	(2.45) 44.00	(0.40) 26.40	(2.48) 43.21	(1.05) 42.83			..........Time over district ....Average speed per hour......		(2.50) 42.71	(3.10) 38.21	(0.40) 26.40	(2.50) 42.71	(2.55) 41.49	(1.10) 39.77	(1.25) 32.75	(7.10) 16.74

At Picacho schedule time and train orders apply at junction switch.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station	Discharge		East of El Paso
1	Coolidge, Chandler	Discharge (revenue)		Tucson
	Mesa, Tempe	Receive (revenue)	Yuma	
11	Any Station Tucson to Picacho inc.	Receive	Phoenix Line Stations (only)	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
3	Coolidge, Chandler	Receive	Alhambra	
	Mesa, Tempe	Discharge		El Paso
43	Any Station	Receive-Discharge	Phoenix Line Stations (only)	El Paso
44	Any Station	Discharge		Yuma
4	Tempe, Mesa	Receive	El Paso	Redlands
	Chandler. Coolidge	Discharge		

WELLTON SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS						FIRST CLASS				Distance from San Francisco		Time Table No. 108 December 12, 1937		Distance from Gila	FIRST CLASS				SECOND CLASS			
				846 Freight	844 Freight	842 Freight			12 Apache	6 Argonaut			STATIONS			5 Argonaut				841 Freight			
				Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily						Arrive Daily				Arrive Daily			
72 WIP				6.15 PM	10.35 AM	2.30 AM			6.24 PM	5.10 AM	770.0	TO	WELLTON 3.1	DT	85.7	s 11.20 PM				12.20 AM			
73 P				6.25	10.45	2.40			6.30	5.16	773.1		ASHER 3.3		82.6	11.10				12.15			
67 P				**6.35**	10.52	2.47			**6.35**	f 5.21	776.4		TACNA 3.7		79.3	f 11.04				12.10			
73 P				6.43	10.59	2.54			6.39	5.25	780.1		GAEL 3.7		75.6	10.58				12.04 AM			
67 P				6.50	11.06	3.01			6.44	5.30	783.8		COLFRED 4.8		71.9	10.53				11.58 PM			
69 P				6.59	11.15	3.10			6.50	5.36	788.6		PEMBROKE 4.0		67.1	10.46				11.50			
W88 E70 P				7.14	11.30	3.25			6.56	f 5.43	792.6	TO	MOHAWK 3.3		63.1	f 10.40				11.43			
67 P				7.24	11.40	3.35			7.01	5.48	795.9		KIM 4.6		59.8	10.33				11.31			
67 P				7.32	11.48	3.43			7.06	5.54	800.5		STOVAL 5.7		55.2	10.26				11.24			
92 P				7.42	11.58 AM	3.53			7.12	f 6.01	806.2		MUSINA 5.7		49.5	f 10.19				11.15			
67 WP				7.52	12.08 PM	4.03			7.19	f 6.17	811.9	A.B.S.	AZTEC 3.9		43.8	f 10.11				11.05			
100 P				7.59	12.15	4.10			7.23	6.22	815.8		MUGGINS 3.9		39.9	10.03				10.52			
67 P				8.05	12.21	4.16			7.27	6.26	819.7		STANWIX 2.3		36.0	9.59				10.46			
72 P				8.09	12.25	4.20			7.30	6.29	822.0		LAVA 4.1		33.7	9.56				10.42			
W70 E82 WOP				8.34	12.50	4.45			s 7.43	f 6.36	826.1	TO	SENTINEL 3.5		29.6	s 9.50				10.35			
76 P				8.45	1.01	4.56			7.48	6.41	829.6		TRIGO 3.5		26.1	9.40				10.29			
67 P				8.53	1.09	5.04			7.52	6.45	833.1		TARTRON 6.8		22.6	9.36				10.23			
67 P				9.05	1.21	5.16			7.59	f 6.53	839.9		PIEDRA 5.6		15.8	f 9.28				10.12			
68 P				**9.20**	1.31	5.26			8.05	f 7.00	845.5		THEBA 4.8		10.2	f **9.20**				10.03			
67 P				9.29	1.40	5.35			8.11	7.06	850.3		SMURR 5.4		5.4	9.14				9.55			
Yard BKWOTP				9.40 PM	1.55 PM	5.50 AM			s 8.20 PM	s 7.15 AM	855.7	TO-R	GILA		0.0	9.05 PM				9.45 PM			
				Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily			(85.7)			Leave Daily				Leave Daily			
				(3.25) 25.08	(3.20) 25.71	(3.20) 25.71			(1.56) 44.33	(2.05) 41.14			........Time over district............ ....Average speed per hour.......			(2.15) 38.09				(2.35) 33.17			

EASTWARD

WELLTON SUBDIVISION

WESTWARD

Capacity of sidings in car lengths				Distance from San Francisco	Time Table No. 108 December 12, 1937 Litchfield Branch STATIONS	Distance from Litchfield Park		
79 YP				889.7	LITCHFIELD 5.0	5.0		
34 22 Spurs				894.7	LITCHFIELD PARK	0.0		
					(5.0)			

At Sentinel schedule time and train orders, except for westward first class trains, apply at east switch of west siding.

First class trains meeting at Gila take siding at passenger station.

EASTWARD

PICACHO SUBDIVISION

WESTWARD

Capacity of sidings in car length					Distance from San Francisco	Time Table No. 108 December 12, 1937 Tempe Branch STATIONS	Distance from West Chandler		
P					915.3	TEMPE JCT. 2.4	7.7		
21					917.7	PETERSON 2.4	5.3		
53					920.1	HELENA 2.9	2.9		
21 Spur					923.0	WEST CHANDLER	0.0		
						(7.7)			

PICACHO SUBDIVISION

	EASTWARD									WESTWARD		
	SECOND CLASS			FIRST CLASS						FIRST CLASS	SECOND CLASS	
Capacity of sidings in car lengths	856	854	852	12	6	Distance from San Francisco		Time Table No. 108 December 12, 1937	Distance from Picacho	5	843	
	Freight	Freight	Freight	Apache	Argonaut			STATIONS		Argonaut	Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	
Yard BKWOTP	4.20PM	7.40AM	12.20AM	8.25PM	7.20AM	855.7	TO-R	GILA	81.8	s 9.00PM	7.20PM	
								3.4				
67 P	4.29	7.49	12.29	8.32	7.27	859.1		COLEDON	78.4	8.53	7.08	
								6.0				
77 P	4.45	8.05	12.45	**8.44**	f 7.37	865.1		BOSQUE	72.4	f **8.44**	6.58	
								4.0				
67 P	4.57	8.17	12.57	8.51	7.44	869.1		OCAPOS	68.4	8.37	6.46	
								2.7				
76 P	5.07	8.27	1.07	8.57	7.49	871.8		SHAWMUT	65.7	8.32	6.41	
								2.8				
73 YP	5.20	8.40	1.20	9.03	f 7.55	874.6	TO	ESTRELLA	62.9	f 8.28	6.36	
								4.8				
68 P	5.28	8.48	1.28	9.08	8.00	879.4		BUCHAN	58.1	8.21	6.26	
								4.3				
67 P	5.35	8.55	1.35	9.13	f 8.06	883.7		MOBILE	53.8	f 8.15	6.17	
								4.7				
67 P	5.48	9.08	1.48	9.18	8.11	888.4		ENID	49.1	8.08	6.07	
								4.4				
67 P	**5.57**	9.15	1.55	9.23	8.16	892.8	A. B. S.	HEATON	44.7	8.02	**5.57**	
								5.0				
150 WP	6.20	9.40	2.20	9.31	f 8.27	897.8	TO	MARICOPA	39.7	s 7.55	5.48	
								5.1				
67 P	6.30	9.50	2.30	9.38	8.34	902.9		LIRIM	34.6	7.41	5.30	
								4.8				
72 P	6.39	10.00	2.40	9.44	f 8.40	907.7		BON	29.8	f 7.35	5.20	
								4.8				
67 P	6.48	10.10	2.50	9.50	8.46	912.5		NUNEZ	25.0	7.29	5.12	
								6.3				
94 WP	7.00	10.22	3.02	s 10.03	s 8.59	918.8	TO	CASA GRANDE	18.7	s 7.20	5.01	
								2.2				
17 Spur						921.0		SECO	16.5			
								2.7				
67 P	**7.10**	10.31	3.11	10.09	9.05	923.7		ARIZOLA	13.8	**7.10**	4.53	
								4.7				
68 P	7.23	10.40	3.20	10.14	f 9.11	928.4		TOLTEC	9.1	f 7.04	4.45	
								4.7				
77 P	7.35	10.48	3.28	10.19	f 9.18	933.1		ELOY	4.4	f 6.57	4.37	
								4.4				
102 WOYP	7.45PM	10.55AM	3.35AM	10.25PM	f 9.25AM	937.5	TO	PICACHO	0.0	6.50PM	4.30PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			81.8		Leave Daily	Leave Daily	
	(3.25) 23.94	(3.15) 25.17	(3.15) 25.17	(2.00) 40.90	(2.05) 39.26			Time over district Average speed per hour		(2.10) 37.75	(2.50) 28.87	

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths					Distance from San Francisco		Time Table No. 108 December 12, 1937 Creamery Branch STATIONS	Distance from Normal Jct.				
87 YP					914.4	TO	TEMPE	2.1				
							1.0					
130 Spur					915.4		CREAMERY	1.1				
							1.1					
8 Spur					916.5		NORMAL JCT.	0.0				
							(2.1)					

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths					Distance from San Francisco	Time Table No. 108 December 12, 1937 Florence Branch STATIONS	Distance from Florence Jct.				
81 YP					958.2	POSTON	6.5				
						3.8					
3 Spur					962.0	PARSONS	2.7				
						2.7					
P					964.7	FLORENCE JCT.	0.0				
						(6.5)					

PICACHO SUBDIVISION

EASTWARD							WESTWARD	
		FIRST CLASS					FIRST CLASS	
Capacity of sidings in car lengths		376	Distance from San Francisco		Time Table No. 108 December 12, 1937 Christmas Branch	Distance from Christmas	377	
		Motor			STATIONS		Motor	
		Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	
79 P		9.25AM	923.6		McQUEEN	86.9	3.55PM	
					3.4			
46 P		s 9.35	927.0	TO	GILBERT	83.5	s 3.47	
					5.0			
27		f 9.45	932.0		HIGLEY	78.5	f 3.38	
					3.6			
10		f	935.6		GERMANN	74.9	f	
					2.5			
15 P		f	938.1		RITTENHOUSE	72.4	f	
					3.5			
55 P		f 10.04	941.6		QUEEN CREEK	68.9	f 3.21	
					8.2			
45 P		f 10.21	949.8		MAGMA	60.7	f 3.07	
					6.7			
P		10.34	956.5		FLORENCE JCT.	54.0	2.53	
					2.5			
28 WP		s 10.45	959.0	TO	FLORENCE	51.5	s 2.48	
					2.8			
			961.8		BARR	48.7		
					4.9			
			966.7		MUNN	43.8		
					1.6			
			968.3		DIVERSION	42.2		
					0.7			
27 P		f 11.05	969.0		PRICE	41.5	f 2.27	
					6.2			
27 P		f 11.20	975.2		COCHRAN	35.3	f 2.12	
					4.5			
		f	979.7		BUTTES	30.8	f	
					3.4			
26 P		11.40	983.1		ZELLWEGER	27.4	1.52	
					1.5			
2 Spur		11.44	984.6		WOOLEY	25.9	1.48	
					3.2			
Yard P		s 11.56AM	987.8	TO-R	RAY JUNCTION	22.7	s 1.40	
					1.2			
			989.0		ERMAN	21.5		
					5.9			
32		f 12.13PM	994.9		BRANAMAN	15.6	f 1.23	
					4.3			
Y			999.2		BURNS WYE	11.3		
					0.5			
36		12.24	999.7		BURNS	10.8	1.12	
					0.5			
Yard WOP		s 12.29	1000.2	TO-R	HAYDEN JCT.	10.3	s 1.10	
					1.9			
17 KP		s 12.40	1002.1	TO	HAYDEN	8.4	s 1.05	
					1.4			
15		s 12.45PM	1003.5		WINKELMAN	7.0	1.00PM	
					1.2			
			1004.7		ROCK QUARRY	5.8		
					2.3			
			1007.0		FINNEY	3.5		
					2.4			
			1009.4		RUDO	1.1		
					1.1			
43			1010.5		CHRISTMAS	0.0		
		Arrive Daily Ex. Sunday			(86.9)		Leave Daily Ex. Sunday	
		(3.20) 23.97			Time over district Average speed per hour		(2.55) 27.39	

Rule S-72 Exception, No. 376 is superior to No. 377

First class trains meeting at Gila take siding at passenger station.

At Picacho schedule time and train orders apply at junction switch.

Signal at Hayden Junction, governing movement of trains between Christmas Branch switch (1584 feet east of Hayden Junction) and Hayden Junction train-order office. Engineer will call for this signal by one long, one short and one long sounds and will not proceed until signal has been placed in proceed position. Normal position Christmas Branch switch for R. & G. V. Railroad.

Westward trains Hayden to Hayden Junction on Christmas Branch and R. & G. V. Railroad, must stop, before fouling adjacent track.

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS				Time Table No. 108		FIRST CLASS		THIRD CLASS
	870 Freight		378 Mexican Express	Distance from San Francisco		December 12, 1937 Nogales Branch	Distance from Nogales	379 Mexican Express		871 Freight
	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday
Yard BKWFTYP	6.00 AM		11.10 AM	983.9	TO-R	TUCSON 0.8	65.9	s 4.20 PM		3.15 PM
				984.7		T. & N. R. R. JCT. 2.2	65.1			
P	6.15		11.22	986.9		SOUTH LINE CROSSING 3.0	62.9	4.07		3.00
60 P	6.25		f 11.28	989.9		AGUIRRE 3.9	59.9	f 4.01		2.50
60 P	6.35		11.34	993.8		XAVIER 4.8	56.0	3.55		2.40
60 P	6.45		11.42	998.6		FELIX 3.8	51.2	3.47		2.30
120 P	7.00		f 11.49 AM	1002.4		SAHUARITA 8.0	47.4	f 3.40		2.20
13 P	7.20		f 12.03 PM	1010.4		CONTINENTAL 1.7	39.4	f 3.26		2.00
63 P	7.27		12.06	1012.1		MORALES 4.2	37.7	3.23		1.55
62 P	7.40		f 12.13	1016.3		CANOA 4.8	33.5	f 3.16		1.45
62 P	7.55		s 12.23	1021.1	TO	AMADO 4.5	28.7	s 3.07		1.35
61 P	8.05		f 12.31	1025.6		CHAVEZ 2.5	24.2	f 2.59		1.20
			f	1028.1		SOTOS CROSSING 1.5	21.7	f		
61 P	8.20		f 12.38	1029.6		TUBAC 4.6	20.2	f 2.52		1.10
62 P	8.30		f 12.46	1034.2		OTERO 3.2	15.6	f 2.44		1.00
62 P	8.40		f **12.51**	1037.4		SILVA 2.7	12.4	f 2.39		**12.51**
95 Spur P	8.50		f 12.56	1040.1		CALABASAS 9.7	9.7	f 2.34		12.40
Yard BKWFTP	9.30 AM		s 1.20 PM	1049.8	TO-R	NOGALES	0.0	2.10 PM		12.15 PM
	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday			(65.9)		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday
	(3.30)		(2.10)			Time over district		(2.10)		(3.00)
	18.83		30.42			Average speed per hour		30.42		21.97

Rule S-72 Exception, No. 378 is superior to No. 379.

EASTWARD BOWIE SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS				Time Table No. 108		FIRST CLASS		SECOND CLASS
	884 Local Freight		382 Motor	Distance from San Francisco		December 12, 1937 Globe Branch	Distance from Live Oak	381 Motor		883 Local Freight
	Leave Daily Ex. Sunday		Leave Daily			STATIONS		Arrive Daily		Arrive Daily Ex. Saturday
Yard BKWYFP	8.00 AM		2.55 PM	1098.4	TO-R	BOWIE 9.5	136.4	s 12.20 PM		2.50 PM
56 P	8.25		3.13	1107.4		ESCALA 5.1	126.9	11.54 AM		2.25
P				1112.5		ARKILL 5.3	121.8			
44 P	8.50		f 3.29	1117.8		TANQUE 7.3	116.5	f 11.35		2.00
50 P	9.05		3.40	1125.1		HAECKEL 7.5	109.2	11.22		1.40
55 P	9.25		s 3.53	1132.6	TO	SOLOMON 2.7	101.7	s 11.10		1.25
20				1135.3		LONE STAR 2.2	99.0			
Yard WP	10.20		s 4.06	1137.5	TO	SAFFORD 3.1	96.8	s 10.59		1.05
34 P	**10.48**		s 4.15	1140.6	TO	THATCHER 2.5	93.7	s **10.48**		12.35
5			f	1143.1		CENTRAL 2.5	91.2	f		
27 YP	11.15		s 4.26	1145.6	TO	PIMA 1.1	88.7	s 10.38		12.20
66 P	11.23		4.30	1146.7		DUBLIN 2.2	87.6	10.34		12.10 PM
4			f	1148.9		GLENBAR 4.1	85.4	f		
60 P	**11.50 AM**		f 4.41	1153.0		CORK 1.8	81.3	f 10.24		**11.50 AM**
2 Spur			f	1154.8		ASHURST 4.5	79.5	f		
61 P	12.10 PM		s 4.54	1159.3	TO	FT. THOMAS 4.9	75.0	s 10.13		11.15
56 CWP	12.25		f 5.03	1164.2		GERONIMO 5.9	70.1	f 10.03		11.00
58 P	12.40		f 5.14	1170.1		BYLAS 6.7	64.2	f 9.51		10.45
54 P	12.57		f 5.26	1176.8		CALVA 6.9	57.5	f 9.39		10.30
58 P	1.15		5.38	1183.7		NACHES 7.3	50.6	9.27		10.15
55 P	1.40		5.54	1191.0		DILI 6.3	43.3	9.11		9.50
P			f	1197.2		PERIDOT 3.8	37.0	f		
57 WP	2.05		s 6.13	1201.0	TO	SAN CARLOS 6.8	33.2	s 8.54		9.25
21 P	2.25		6.27	1207.8		REPPY 5.7	26.4	8.41		9.05
43 P	2.45		f 6.41	1213.5		CUTTER 5.8	20.7	f 8.31		8.50
21 P	3.05		6.58	1219.3		PINAL 2.2	14.9	8.19		8.33
Yard BKWFTP	3.20 PM		s 7.05 PM	1221.5	TO-R	GLOBE 2.5	12.7	8.10 AM		8.20 AM
5				1224.0		HAMM 1.3	10.2			
				1225.3		KINGDON 0.9	8.9			
13 P				1226.2		RADIUM 1.1	8.0			
3 Spur				1227.3		BURCH 2.0	6.9			
P				1229.3		KISER 0.9	4.9			
16				1230.2		CLAYPOOL 1.7	4.0			
Yard WYP				1231.9	TO-R	MIAMI 1.1	2.3			
				1233.0		INSPIRATION JCT. 1.2	1.2			
				1234.2		LIVE OAK	0.0			
	Arrive Daily Ex. Sunday		Arrive Daily			(136.4)		Leave Daily		Leave Daily Ex. Saturday
	(7.20)		(4.10)			Time over district		(4.10)		(6.30)
	16.87		29.69			Average speed per hour		29.69		19.03

EASTWARD

BOWIE SUBDIVISION

WESTWARD

			SECOND CLASS						FIRST CLASS									FIRST CLASS			SECOND CLASS	
Capacity of sidings in car lengths			866 Freight Leave Daily	964 Freight Leave Daily	864 Freight Leave Daily	962 Freight Leave Daily	862 Freight Leave Daily		12 Apache Leave Daily	4 Golden State Limited Leave Daily	44 Californian Leave Daily	6 Argonaut Leave Daily	2 Sunset Limited Leave Daily	Distance from San Francisco	Time Table No. 108 December 12, 1937 STATIONS		Distance from Lordsburg	5 Argonaut Arrive Daily	1 Sunset Limited Arrive Daily		845 Freight Arrive Daily	
Yard BKWFTYP			5.45PM	4.25PM	9.40AM	7.00AM	1.15AM		11.55PM	11.59AM	11.10AM	10.55AM	1.00AM	983.9	TO-R TUCSON	Track No. 2						
														984.7	0.8 T. N. R. R. JCT.							
2 Spur			5.58	4.38	9.53	7.13	1.28		12.05AM	12.09PM	11.20	11.05	1.10	987.4	2.7 POLVO							
66 P			6.05	4.46	10.00	7.21	1.35		12.10	12.14	11.25	11.10	1.15	990.7	3.3 WILMOT							
66 P			6.13	4.55	10.08	7.30	1.43		12.16	12.20	11.31	11.16	1.21	993.8	3.1 RANKIN			See Rio Grande Division Time Table.				
67 P			6.23	5.07	10.18	7.42	1.53		12.24	12.28	11.39	f11.24	1.29	998.6	4.8 ESMOND							
66 P			6.35	5.20	10.30	7.55	2.05		12.32	12.36	11.47	f11.32	1.37	1003.3	4.7 VAIL							
66 P			6.47	5.33	10.42	8.08	2.17		12.42	12.46	11.57AM	11.42	1.47	1008.5	5.2 IRENE							
84 WP			6.57	5.56	10.52	8.31	2.27		12.49	12.53	12.04PM	f11.50	1.54	1012.6	4.1 PANTANO							
66 P			7.06	6.06	11.01	8.41	2.36		12.55	12.59	12.10	11.56AM	2.00	1016.1	3.5 BUELL							
66 P			7.15	6.16	11.10	8.51	2.45		1.02	1.06	12.17	12.03PM	2.07	1019.7	3.6 AMOLE							
E 94 W81 CIYP			7.30	6.30PM	11.25	9.05AM	3.00		1.10AM	1.14PM	12.25PM	f12.11	2.15	1023.6	3.9 TO-R MESCAL		124.7	f 4.05PM	2.12AM		2.20PM	
81 P			7.40		11.35		3.09					12.18	2.21	1028.2	4.6 CHAMISO		120.1	3.56	2.02		2.04	
Yard KWOYP			8.00		11.55AM		3.25					s 12.30	f 2.33	1032.6	4.4 TO BENSON		115.7	s 3.45	f 1.51		1.45	
66 P			8.12		12.07PM		3.32					12.37	2.40	1035.8	3.2 FENNER		112.5	3.34	1.44		1.39	
87 P			8.23		12.18		3.42					12.44	2.46	1038.5	2.7 CURVO		109.8	3.28	1.38		1.32	
78 WP			8.34		12.29		3.53					f12.52	2.53	1041.0	2.5 SIBYL		107.3	f 3.22	1.32		1.24	
66 P			8.43		12.38		4.02					12.58	2.59	1043.9	2.9 TULLY		104.4	3.18	1.28		1.13	
66 P			8.52		12.47		4.10					**1.05**	3.05	1047.3	3.4 OCHOA		101.0	3.13	1.23		**1.05**	
66 P			9.01		**12.56**		4.18					1.11	3.11	1050.8	3.5 LANOHA		97.5	3.08	1.18		**12.56**	
E 69 W68 YP			9.14		1.09		4.30					s 1.19	3.16	1053.9	3.1 TO DRAGOON		94.4	s 3.04	1.14		12.47	
86 P			9.26		1.19		4.38					1.25	3.22	1058.3	4.4 MANZORO	A. B. S.	90.0	2.55	1.05		12.27	
94 P			9.35		1.28		4.47					s 1.34	3.28	1063.9	5.6 TO COCHISE		84.4	f 2.47	12.57		12.17	
66 P			9.44		**1.41**		4.56					**1.41**	3.34	1069.6	5.7 HADO		78.7	2.39	12.49		12.08PM	
70 WP			10.00		1.58		5.10					s 1.50	3.40	1074.7	5.1 TO WILLCOX		73.6	s 2.32	12.43		11.59AM	
64 P			10.12		2.10		5.20					1.57	3.46	1079.4	4.7 DRURY		68.9	2.23	12.36		11.45	
105 P			10.23		**2.19**		5.29					f 2.03	3.51	1082.6	3.2 RASO		65.7	f **2.19**	12.32		11.38	
68 P			10.32		2.30		5.38					**2.11**	3.58	1087.7	5.1 ALRICH		60.6	**2.11**	12.24		11.23	
66 P			10.38		2.36		5.44					2.16	4.03	1091.0	3.3 LUZENA		57.3	2.04	12.17		11.13	
66 P			10.44		2.42		5.50					2.21	4.08	1094.5	3.5 CHOLLA		53.8	1.59	12.12		11.06	
Yard KWFYP			11.10		3.00		6.05					s 2.40	s 4.20	1098.4	3.9 TO-R BOWIE		49.9	s 1.50	s 12.05AM		10.56	
66 P			11.18		3.09		6.13					2.47	4.26	1102.6	4.2 HOLT		45.7	1.32	11.52PM		10.48	
66 P			11.24		3.16		6.19					f 2.52	4.30	1106.6	4.0 OLGA		41.7	f 1.27	11.48		10.42	
66 P			11.30		3.23		6.25					2.57	4.34	1110.2	3.6 KARRO		38.1	1.22	11.44		10.36	
66 BKWFYP			**11.40**		3.30		6.31					s 3.04	4.38	1114.2	4.0 TO SAN SIMON		34.1	s 1.17	**11.40**		10.29	
66 P			11.54PM		3.44		6.43					3.09	4.42	1117.6	3.4 BAWTRY		30.7	f 1.12	11.36		10.18	
77 P			12.06AM		3.56		6.53					3.18	4.49	1121.8	4.2 VANAR		26.5	1.07	11.31		10.11	
74 P			12.15		4.05		7.00					3.26	4.55	1125.0	3.2 CAVOT		23.3	1.02	11.26		10.05	
E 68 W74 YP			12.35		4.25		7.15					f 3.38	5.05	1128.9	3.9 STEINS		19.4	f12.54	11.18		9.55	
65 P			12.42		4.32		7.22					3.44	5.10	1132.7	3.8 MONDEL		15.6	12.48	11.12		9.41	
65 P			12.49		4.39		7.29					3.49	5.15	1136.5	3.8 CONRAD		11.8	12.43	11.07		9.34	
66 P			12.57		4.47		7.37					f 3.55	5.21	1140.8	4.3 GARY		7.5	f12.37	11.01		9.26	
66 P			1.04		4.54		7.43					4.00	5.25	1143.9	3.1 PYRA		4.4	12.32	10.57		9.20	
Yard BKWFTYP			1.15AM		5.05PM		7.55AM					s 4.08PM	s 5.33AM	1148.3	4.4 TO-R LORDSBURG		0.0	12.25PM	10.50PM		9.10AM	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(164.4)			Leave Daily	Leave Daily		Leave Daily	
			(7.30)	(2.05)	(7.25)	(2.05)	(6.40)		(1.15)	(1.15)	(1.15)	(5.13)	(4.33)		............Time over District..................			(3.40)	(3.22)		(5.10)	
			21.92	19.06	22.17	19.06	24.66		31.76	31.76	31.76	31.51	36.18		............Average speed per hour...............			34.00	37.04		24.14	

Westward trains will use track No. 1, Rio Grande Division, Mescal to Tucson, and eastward trains will use track No. 2, Tucson Division, Tucson to Mescal, unless otherwise directed by train order.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station	Discharge		East of El Paso
2	Willcox	Discharge		Phoenix Line Stations

SPECIAL INSTRUCTIONS

"SAFETY"

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service	65 Market St., San Francisco
Yuma	Wm. Baird
Phoenix	H. H. Howard
Winkelman	J. C. Williams
Tucson	Greenwald & Adams
Tucson	H. L. Tucker
Nogales	E. M. Mather
Lordsburg	H. H. Conder
Globe	J. G. Cubitto
Miami	J. G. Cubitto, Jr.

RULES 10 (G) and 10 (H). On tracks No. 1 and No. 2 between Tucson and Polvo, signals will be placed on left of track in direction of movement.

RULE 14. Other engine whistle signals:
For diverging route, one short, one long, one short.
For siding, one long, one short, one long.

RULE 14 (d). As specified below, four long, one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

Trains on Second Main Track Phoenix Yard to Kendall.
Normal Jct., Trains on Creamery Branch.
Florence Jct., Trains on Florence Branch.
Picacho, Trains on Phoenix Line.
Trains leaving these junctions in opposite direction use 14 (e).

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99:
Wellton, Trains on Phoenix Line.
Litchfield, Trains on Litchfield Branch.
Trains on Second Main Track Kendall to Phoenix Yard.
Tempe, Trains on Creamery Branch.
Tempe Jct., Trains on Tempe Branch.
McQueen, Trains on Christmas Branch.
Poston, Trains on Florence Branch.
T. & N. R. R. Jct., Trains on Nogales Branch.
Mescal, Trains on Rio Grande Division.
Bowie, Trains on Globe Branch.
Trains leaving these junctions in opposite direction use 14 (d).

RULE 21 (C). Tucson, incoming engines may display indicators until arrival roundhouse.

RULE 28. In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULES 72 and 73. Second class and extra trains may run ahead of first class trains Phoenix to Phoenix Yard.

Third class and extra trains may run ahead of No. 377 from McQueen to Mesa, and from Tempe Jct. to Tempe.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. As it applies passing from double to single track, is modified. If identification of trains on double track is made between Yuma and East Yard, Dome and Wellton, Stockham and Tucson, and on double track or on second main track and main track Phoenix-Phoenix Yard-Kendall, it will not be necessary to obtain train order check of the same trains before passing from double track to single track. Trains moving in the opposite direction must reduce speed sufficient to permit identification and Rule 14 (K) must be applied when approaching trains on the opposite track.

RULE 83 (A). At the following stations, only the trains indicated will register.
Phoenix—First class trains.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Phoenix Yard	First class trains
Mescal	All trains
Bowie	Westward trains

Tucson—Engineers of light engines from east will leave register ticket with engine dispatcher for operator for registration.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at the following stations and limits as follows:

Yuma	West MP 731.50 East MP 737.80
Phoenix	West MP 900.96 East MP 908.79
Mesa	West MP 920.45 East MP 923.23
Ray Jct.	West MP 986.84 East MP 988.72
Hayden Jct.	West MP 988.80 East MP 1004.90
Gila	West MP 854.20 East MP 857.70
Tucson	West MP 981.96 East MP 989.00 (Track 2) East MP 988.09 (Track 1) Nogales Branch East MP 987.42 East—South Line MP 990.37 (via South Yard)
Nogales	West MP 1046.37 East MP 1049.89
Benson	West MP 1031.60 East MP 1034.01
Bowie	West MP 1097.10 East MP 1100.00 Globe Branch East MP 1099.50
Lordsburg	West MP 1147.19 East MP 1151.38
Safford	West MP 1136.65 East MP 1138.34
Globe	West MP 1218.70 East MP 1223.22
Miami	West MP 1229.82 East MP 1234.20

Portions of main track not protected by automatic block signals are located and described as follows:

Phoenix—Freight main track. Eastward between "Block signal limit" sign on mile post 905.8 and dwarf light signal 9064. Westward between "End of block" sign at mile post 906.2 and home signal 9055.

Union Station tracks—Eastward between "End of block" sign opposite dwarf light signal 9059 and dwarf light signal 9064. Westward between "End of block" sign at mile post 906.2 and dwarf light signal 9059.

Tucson—Passenger track No. 2 (first track north of station), and passenger track No. 1 (second track north of station). Eastward between "End of block" sign at mile post 983.6 and dwarf light signal 9838. Westward between "End of block" sign opposite dwarf light signal 9838 and home signal 9835. Main track (third track north of station) between "End of block" sign at mile post 984.1 and home signal 9835.

Comply with third paragraph Rule 93 within these specified limits.

RULE 97. Extra trains must not run via Creamery or Florence branches unless train order so specifies.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

South Line Crossing.—Gate with red signal normal position across South Line track. Before changing position of gate and making movement on South Line track, protect in each direction on Nogales Branch as per Rule 99.

RULE 103-A Yuma—Trains and engines must stop and be preceded by a flagman before crossing 1st, 2d, 3rd, and 4th Streets. Engines must be attached to cars handled over crossings.

A flagman must precede all movements over:
Tempe (Creamery Branch), Mill Ave. and 8th St.
Tucson, West Congress St.
Nogales, Court and Park Sts.
Globe, Hackney St. and eastward over Murphy St.
Miami, Latham Blvd., and Adonis Ave.

RULE 103-B. Back-up hose must be used by yard engines making back-up movements with cars:
Tucson, between North and South yards.
Globe, when delivering cars to O. D. Co. transfer.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

East Yard	Oil buffer spring switch end double track, for trains entering the double track.
Dome	Oil buffer spring switch at end of double track, for trains entering double track.
Phoenix Yard	Oil buffer spring switch at west end freight main and Union Station tracks, for Union Station. Oil buffer spring switch at east end double track, for trains entering the double track.
McQueen	Christmas Branch, for Christmas Branch from siding.
Picacho	Operators, when on duty, will handle switches near train-order office for movements to and from Phoenix Line and siding.
Stockham	Oil buffer spring switch end double track, for trains entering the double track.

DERAILS IN MAIN TRACK AS FOLLOWS:

Litchfield Park, 320 feet west of east end of track.
Christmas, 250 feet east of west switch.
Nogales, 221 feet west of west switch, may be run through by eastward trains.
South Line Crossing, 165 feet east on South Line.

RULE 105. FOLLOWING TRACKS ARE DESIGNATED FOR USE AS SIDINGS:

Fowler	Track north of main track.
Ray Junction	Track south of main track.
Mohawk	First track north of main track, eastward trains. Second track north of main track, westward trains.
Red Rock	Track north of main track.
Benson	Track north of main track, eastward trains. Track south of main track, east of station, westward trains.
Dragoon	Track north of main track, eastward trains. Track south of main track, westward trains.
Bowie	Track north of main track, from west switch to switch just east of station, eastward trains. Track north of main track, from east switch to switch just east of station, westward trains.
Steins	First track north of main track, westward trains. Second track north of main track, eastward trains.
San Carlos	First track north of main track.

SPECIAL INSTRUCTIONS

RULE 221. Trains must obtain clearance before leaving Tempe to or from Creamery Branch, Bowie, Globe, Miami.

Trains originating at Phoenix must obtain a clearance before leaving Phoenix Yard.

RULE 221 (A):

It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance reading:

"OK at..........M..........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 825. INSTRUCTIONS FOR SETTING HAND BRAKES AT:

Tucson, at least 15 hand brakes must be set on west end and 10 hand brakes on east end of all freight trains arriving North yard. At least 7 handbrakes must be set on west end of each cut of cars in P. F. E. yard, and on S. P. tracks Nos. 1, 2, and 3 at least 15 hand brakes must be set on west end. These brakes must be set with brake club after train or cut has stopped. An employe releasing any of these brakes will be held responsible to see that the same number are set before releasing.

Tucson, on passenger trains after engine is spotted for taking oil, two hand brakes must be set on the head end and two on rear end. If necessary to detach engine after these hand brakes have been released, employe before detaching engine must see that sufficient hand brakes have again been set.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

That portion of Rule 509 (e) reading: ". . . and the intervening track is seen to be clear . . ." is interpreted as referring to the track being clear of locomotives and/or cars.

When eastward trains are to meet or wait for opposing trains while occupying main track at Kendall, such trains will stop west of signal 9112.

Eastward trains on second main track will be governed by position of signals 9112 and 9113 before entering main track.

When signal 7372 east end of double track, East Yard, indicates stop for westward trains, and signal 9813, west end of double track at Stockham, indicates stop for westward trains, oil buffer spring switch must be thrown by hand to reverse position and again restored to normal position after train has passed over switch.

Account no overlap on light signal 9838 located at end of block just east of Tucson yard office, and no overlap on light signal 9841 located just west of car shop on Nogales Branch, trains and engines moving between these signals, also trains and engines moving on what is used as main track between west end of car shed and light signal 9838, must do so with extreme caution.

When a block signal indicates stop on track No. 2, trains may proceed as follows:

Eastward trains Tucson to Mescal will be governed by Rule 509 applicable to double track.

Westward trains Mescal to Esmond will be governed by Rule 509 applicable to single track.

Westward trains Esmond to Tucson will have no block signal protection after passing signal 9978 located one-half mile west of west switch Esmond.

Between Tucson and Polvo, automatic signals are on the left of the track in the direction of movement.

OIL BUFFER SPRING SWITCHES

A block signal with a triangular number plate is actuated by some special protective device and special action required as follows:

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

		A.B.Signal	M.P.H.
East Yard:	(Eastward).....................	7372	25
	(Westward).....................	7375	60
Dome	(Eastward).....................	7532	25
	(Westward).....................................		30
Phoenix:	West end freight main and Union Station tracks:		
	(Eastward).....................	9052	10
	(Westward).....................................		15
	East end double track:		
	(Eastward).....................................		15
	(Westward).....................	9075	10
Stockham:	(Eastward)........................	9810............	60
	(Westward)........................	9813............	35

RULE 511. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULE 516. Overlaps located as follows:

Gillespie...........	Signal	8496.	Eastward trains.
23rd Ave. Phoenix..	"	9022.	Eastward trains.
	"	9053 and 9055.	Westward trains.
McQueen..........	"	9218.	Eastward trains.
Roskruge..........	"	9626.	Eastward trains.
	"	9657.	Westward trains.
Cortaro............	"	9704.	Eastward trains.

INTERLOCKING

WELLTON

The two crossover switches 4,000 feet east and the two crossover switches 400 feet west of station are operated by signal operator.

Limits extend from two-arm signal on Gila Line and two-arm signal on Phoenix Line 4,000 feet east of station to light signal on westward track 400 feet west of station and to two-arm signal on eastward track 1,000 feet west of station.

The derail at east end of siding is electrically locked, and can be operated by trainmen only when released by signal operator.

Switches and derails to spurs leading from westward main track just west and east of station are hand-thrown. Trains or engines before entering main track from these spurs must receive authority from signal operator.

TUCSON, SIXTH AVENUE

Limits on westward track extend from dwarf signal at derail to signal 9835, and on eastward track from dwarf signal opposite signal 9835 to dwarf signal 500 feet east.

Signals permitted by Rule 628 may be given from tower.

MESCAL

Interlocking signals of the Rio Grande Division will display indication in the upper quadrant.

Limits are between home signals governing east switch of east crossover and west switch of west crossover of the Rio Grande Division, and home signals governing east switches and west switches of sidings of the Tucson Division. Switches are controlled by signal operator, except switch leading from north siding to water and outfit spurs, from south siding to both legs of wye and to west end of coal track.

Switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where hand signals, as perscribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in event the remote control appliance is inoperative.

The beginning of the Tucson Division single track is at east switch of west crossover. The beginning of the Rio Grande Division single track is at east switch of east crossover.

TRAIN AND AIR INSPECTION

Freight trains between Yuma and Tucson via either the Gila or the Phoenix lines may run not to exceed a distance of 65 miles except, perishable, manifest, and stock trains with ten or more cars of stock, may run a distance of 87 miles without stopping for inspection. Above mentioned trains, however, should not exceed a distance of 65 miles without inspection unless it is known that the movement of the train can be expedited by doing so; and on other lines not to exceed a distance of 55 miles without stopping for inspection. This does not relieve trainmen, however, from making inspection when stops permit and other points specified in time table or whenever it is necessary in the judgment of conductor or engineer.

Freight trains on descending grade must stop five minutes for inspection at:

Saddle or Papago
Ocapos or Bosque
Mobile or Enid
Mescal (Eastward)
Tully or Sibyl
Manzoro or Dragoon (Westward)

Cochise, Hado, or Willcox
Bowie
Bawtry or San Simon
Mondel or Steins (Westward)
Cutter

AIR BRAKE RULE 2. Enginemen when leaving roundhouse will make running air test, to ascertain if brakes are in operative condition.

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16(e) from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULE 16.

Running air brake test must be made at:

Mescal (Eastward)
Pinal

AIR BRAKE RULE 17.

Rear end air brake test must be made by freight and mixed trains immediately before departure at:

Mescal (Eastward)
Manzoro or Dragoon (Westward)
Mondel or Steins (Westward)
Pinal

AIR BRAKE RULE 56.

Retainers will be used on grades on freight trains of less than 100 Ms per operative brake, when necessary in the judgment of conductor and engineer and on trains of 100 Ms or more per operative brake as follows:

1.4% to 1.5% incl. one retaining valve for every 150 Ms.
Over 1.5% to 1.8% incl. one retaining valve for every 140 Ms.
Over 1.8% to 2.2% incl. one retaining valve for every 120 Ms.
Over 2.2% incl. one retaining valve for every 100 Ms.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

Grades of over 1% located as follows:

PICACHO SUBDIVISION

Hayden Mills to Hayden Junction	2.2%

NORTH LINE—EASTWARD

Mescal to Benson	1.4%
Steins to Mondel	1.4%

WESTWARD

Steins to Bawtry	1.4%
Sibyl to Benson	1.4%

GLOBE BRANCH—EASTWARD

Pinal to Globe		2%
Globe to Kiser	M. P. 1221.6 to 1221.7	1.5%
	M. P. 1222.1 to 1222.8	2%
	M. P. 1226.3 to 1226.7	1.5%
	M. P. 1228.8 to 1229.2	1.4%

WESTWARD

Live Oak to Miami		3%
Miami to Burch	M. P. 1231.0 to 1230.8	1.4%
	M. P. 1229.2 to 1228.8	1.4%
Pinal to Cutter		2.2%

MISCELLANEOUS

1. At Wellton, Aztec, Sentinel, Gila and San Simon, water for locomotive purposes is being treated through water columns. Therefore, when necessary to fill water cars for domestic purposes, water must not be taken through these columns.

Domestic water can be obtained at the water racks at Aztec and Sentinel and at the two water columns at the east end of Sentinel opposite the elevated oil tank, at which columns no treatment is applied.

Westward freight trains take full tank of water at Maricopa and eastward freight trains at Sentinel.

Eastward freight trains take water at Benson unless dispatcher instructs otherwise.

Westward identified and other important freight trains may take water at Sibyl only when it will avoid stopping at Benson. Other westward freight trains will not take water at Sibyl except in case of emergency, and then only sufficient to make Benson.

In all cases where it is necessary to make a short move with heavy freight train to reach water or oil column, including that required to spot second engine of double-headed train, locomotive must be cut off before spotting at column.

One helper may be placed behind caboose if of steel underframe construction and cars ahead of caboose are not rear end cars; otherwise cut in ahead of twenty-five per cent of tonnage, or more if necessary to cut in ahead of all rear end cars. Road engines double-heading or helper engine may be placed on head end of freight train when tonnage handled does not exceed 75 per cent of the total rating of both engines.

4. For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

(b) Engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Helper engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

(d) When helper engines are used in rear of freight trains, consolidation and lighter class must be placed behind heavier class.

(e) Engines must not be cut off or coupled to a train while same is in motion.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off steam one-half mile from station.

10. FOLLOWING TRACKS NOT TO BE USED BY FOLLOWING OR HEAVIER CLASS ENGINES

3700 CLASS

Pozo	Spur

3300 CLASS

Creamery Branch.
Tempe Branch sidings and spurs.
Christmas Branch.

3200 CLASS

Granite Spur	3600 class engines, or heavier, must not use No. 2 track beyond high line switch. No. 1 track may be used on each lead but not beyond the boiler house.
Maricopa	South leg wye, pump house spur.
Cactus Pit	All tracks.
Tempe	Tempe Milling Co., Phoenix Mill and gravel pit spurs. East leg wye, house track, tracks 2 and 3.
Mesa	McKellips, Standard Oil, and Texas Oil spurs. Shell Oil and Independent Cotton & Oil Co. spurs. Mutual Cotton Oil spur.
Mesa—North Mesa	Spurs.
Christmas Branch. (Between Winkelman and Christmas.)	
Florence Branch.	
Nogales Branch.	
Benson	Oil spur, team, south coal, hotel.
Middle yard wye track; except in emergency SP-1, SP-2, F-1, F-3, F-4, F-5, MK-5, MK-6, MK-7, MK-8 and MK-9 class engines may turn on wye, but must head onto east leg.	
Fairbank Branch	Yard and wye.
Willcox	Stock track spur.
Bowie	Oil spur east of west end of pump house.
Lordsburg	Transfer and house tracks, A. & N. M. yard.
Globe Branch.	

2500, 2700, 2300, OR 3100 CLASS

Wellton	Oil spur.
Tacna	Spur.
Colfred	Spur.
Pembroke	Spur.
Mohawk	West spur.
Stoval	Spur.
Musina	Outfit spur.
Stanwix	Spur.
Sentinel	Oil spur.
Tartron	Spur.
Smurr	Spur.
Coledon	Spur.
Ocapos	Spur.
Estrella	Spur.
Enid	Spur.
Heaton	Spur.
Toltec	Spur, west end of siding.
Eloy	Miller-Cummings track.
South Track between	Tovrea Sewage spur and Salt River bridge.
Creamery Branch	Siding and Rock Quarry spur.
Creamery	Track beyond Creamery plant.
Tempe Pump'g Plant	Spur.
Mesa	Drew's spur (Must back in).
Magma	Spur.
Rankin	Spur.
Esmond	Spur.
Vail	Spur.
Irene	Spur.
Pantano	Spur.
Buell	Spur.
Amole	Spur.
Mescal	Outfit spur.
Ochoa	Spur.
Lancha	Spur.
Bowie	Caboose track.

Engines must not use:
Spurs: Buckeye, Seaside Oil Co.; Florence; Burns.

11. Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Station, Phoenix. Yard and light engines must take every precaution possible to avoid delaying first class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

Second main track between east end Phoenix yard and Kendall east switch may be used by freight trains when authorized by train order. Single track rules apply.

No. 4 track west yard Bowie must be kept clear and used for through movement.

15. Westward trains except first class and light engines must not pass crossover switch near signal 9851 Tucson yard without proceed signal from yardman.

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight car" does not include a baggage, express or mail car, or a caboose.

When necessary to handle passenger equipment except official cars in freight trains, it must be placed next to caboose, providing rear end freight cars in train will permit.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Engines placing loaded cars on high-line spur track at Granite Spur will not handle more than two loads at one time, using sufficient other cars between the loads and engine to avoid engines passing high-line spur switch.

Entrance to Tovrea Packing Co. plant, Tovrea, protected by gates, which must be kept closed and locked, when not in use.

Between Price and Christmas look out for rock and land slides.

Entrance to R. C. C. Co. plant, Hayden, protected by gates which must be closed and locked at night.

Cars must not be detached in motion to Indian Service spur at Coolidge and spur at Peak.

Look out for cars on west leg of wye Picacho.

Look out for ice and rubbish alongside tracks P. F. E. yard, Tucson.

Between Naches and Peridot look out for rock and land slides.

Engines, except in work train service, must not make continued backward movement between any points when it can be avoided, and must be turned for next service before tying up.

Highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

25. Electric lanterns may be used for displaying white light only.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 M. P. H. and freight and mixed trains 35 M. P. H. except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows; with engines—motors as designated.

Pages	TERRITORY	PASSENGER					FREIGHT			LIGHT ENGINES RUNNING FORWARD		
		Maximum	T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Mk 5, 6, 7, 8, 9 M 4, 6, 9, 11	Mk 2, 4	Sp. 1, 2, 3 F 1, 3, 4, 5 C 8, 9, 10	Freight Maximum	Engines Backing	Switch Engines S-SE	T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Sp. 1, 2, 3 F 1, 3, 4, 5 Mk 5, 6, 7, 8, 9 C 8, 9, 10 M 4, 6, 9, 11	Mk 2, 4
	Through interlocking limits with caution. Through crossovers, turnouts except Dome, and two east crossovers Wellton	10	10	10	10	10	10	10	....	10	10	10
2	Yuma-Somerton	15		15	....	....	15	15	....	....	15	....
2	Yuma-Somerton trestle over canal at Recl'm't'n H'dq't'rs	8		8	....	....	8	8	....	....	8	....
2	Yuma-Yuma yard, (sw. 800 ft. east of subway)	15	15	15	15	15	15	15	15	15	15	15
2	Yuma east sw.—East Yard, Oil buffer spring sw.	60	60	50	40	45	40	30	20	45	35	30
2	East Yard Oil buffer spring switch—M. P. 745	65	65	50	40	45	40	30	....	45	35	30
2	M. P. 745 - 748.58	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 748.58—M. P. 755.12	30	30	30	30	30	30	30	....	30	30	30
2	Dome crossovers and turnouts	20	20	20	20	20	20	20	....	20	20	20
2	M. P. 755.12 - 755.78	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 755.78 - 762.88	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 762.88 - Wellton	60	60	50	40	45	40	30	....	45	35	30
2	Wellton east crossovers	20	20	20	20	20	20	20	....	20	20	20
2	Wellton east crossover—M. P. 771	30	30	30	30	30	30	30	....	30	30	30
2	M. P. 771 - 776.36	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 776.36 - 777.78	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 777.78 - 779.71	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 779.71 - 787	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 787 - 845.94	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 845.94 - 847.28	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 847.28 - 887.42	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 887.42 - 887.61	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 887.61 - 890.53	60	60	50	40	45	40	30	....	45	35	30
4	Litchfield Branch	20	20	20	20	20	20	15	....	20	20	20
2	M. P. 890.53 - 890.78	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 890.78 - 893.54	60	60	50	40	45	40	30	....	45	35	30
2	M. P. 893.54 - 894.48	50	50	50	40	45	35	30	....	45	35	30
2	M. P. 894.48 - Phoenix 19th Ave	60	60	50	40	45	40	30	....	45	35	30
2, 3	Phoenix 19th Ave—18th St	15	15	15	15	15	15	15	15	15	15	15
3	Phoenix yard limits—Kendall (south track)	25	25	25	25	25	25	25	....	25	25	25
3	Phoenix 18th St. - M. P. 912.74	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 912.74 - 913.12	40	40	40	40	40	30	30	....	40	35	30
3	M. P. 913.12 - Tempe	50	50	50	40	45	35	30	....	45	35	30
5	Creamery Branch	20	20	20	20	20	20	20	....	20	20	20
3	Tempe - M. P. 915.79	40	40	40	40	40	25	25	....	40	25	25
4	Tempe Branch	20	20	20	20	20	20	20	....	20	20	20
3	M. P. 915.79 - 920.86	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 920.86 - Mesa	40	40	40	40	40	25	25	....	40	25	25
3	Mesa yard, west switch and east city limits	20	20	20	20	20	20	20	....	20	20	20
3	Mesa Curve M. P. 922	10	10	10	10	10	10	10	....	10	10	10
3	Mesa - M. P. 924.12	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 924.12 - 927.69	50	50	50	40	45	35	30	....	45	35	30
3	M. P. 927.69 - Chandler	60	60	50	40	45	40	30	....	45	35	30
3	Chandler - M. P. 945.49	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 945.49 - M. P. 946.78	50	50	50	40	45	35	30	....	45	35	30
3	M. P. 946.78 - M. P. 958.03	60	60	50	40	45	40	30	....	45	35	30
5	Florence Branch	20	20	20	20	20	20	20	....	20	20	20
3	M. P. 958.03 - M. P. 959.02	50	50	50	40	45	35	30	....	45	35	30
3	M. P. 959.02 - Picacho, west switch wye	60	60	50	40	45	40	30	....	45	35	30
3	West switch wye - Picacho	30	30	30	30	30	30	30	....	30	30	30
3	Picacho crossover	10	10	10	10	10	10	10	....	10	10	10
3	Picacho - M. P. 938	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 938-952	65	65	50	40	45	40	30	....	45	35	30
3	M. P. 952-956	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 956-964.7	65	65	50	40	45	40	30	....	45	35	30
3	M. P. 964.7-965.5	60	60	50	40	45	40	30	....	45	35	30
3	M. P. 965.5 - 975.7	65	65	50	40	45	40	30	....	45	35	30
3	M. P. 975.7 - South Line Jct.	60	60	50	40	45	40	30	....	45	35	30
3, 7	Tucson North Yd., South Line Jct.—Signal 9851	15	15	15	15	15	15	15	15	15	15	15

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS—(Continued)

Pages	TERRITORY	PASSENGER					FREIGHT			LT. ENGINES RUNNING F'WD.		
		Maximum	T 37 Mt 1,2, 3, 4, 5 P1, 3, 5, 12	Mk 5, 6, 7, 8, 9 M 4, 6, 9, 11	Mk 2, 4	SP 1, 2, 3 F 1, 3, 4, 5 C 8, 9, 10	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE	T 37 Mt 1, 2, 3, 4, 5 P1, 3, 5, 12	SP 1, 2, 3 F 1, 3, 4, 5 Mk 5, 6, 7, 8, 9 C 8, 9, 10 M 4, 6, 9, 11	Mk 2, 4
4	Wellton, east crossover	20	20	20	20	20	20	20	....	20	20	20
4	Wellton, east crossover - M. P. 771.32	60	60	50	40	45	40	30	....	45	35	30
4	M. P. 771.32 - 779.99	40	40	40	40	40	30	30	....	40	35	30
4	M. P. 779.99 - 787	60	60	50	40	45	40	30	....	45	35	30
4	M. P. 787 - 790	65	65	50	40	45	40	30	....	45	35	30
4	M. P. 790 - 792.50	60	60	50	40	45	40	30	....	45	35	30
4	M. P. 792.50 - 794.03	30	30	30	30	30	30	30	....	30	30	30
4	M. P. 794.03 - 797	60	60	50	40	45	40	30	....	45	35	30
4	M. P. 797 - 800	65	65	50	40	45	40	30	....	45	35	30
4	M. P. 800 - 823.61	60	60	50	40	45	40	30	....	45	35	30
4	M. P. 823.61 - 825.18	30	30	30	30	30	30	30	....	30	30	30
4	M. P. 825.18 - 843	60	60	50	40	45	40	30	....	45	35	30
4	M. P. 843 - 852	65	65	50	40	45	40	30	....	45	35	30
4	M. P. 852 - Gila	60	60	50	40	45	40	30	....	45	35	30
4-5	Gila Yard, West and East switches	15	15	15	15	15	15	15	....	15	15	15
5	Gila - M. P. 866.98	60	60	50	40	45	40	30	....	45	35	30
5	M. P. 866.98 - 867.85	50	50	50	40	45	35	30	....	45	35	30
5	M. P. 867.85 - 870. 12	30	30	30	30	30	30	30	....	30	30	30
5	M. P. 870.12 - 871.40	60	60	50	40	45	40	30	....	45	35	30
5	M. P. 871.40 - 872.10	50	50	50	40	45	35	30	....	45	35	30
5	M. P. 872.10 - 882	60	60	50	40	45	40	30	....	45	35	30
5	M. P. 882 - 885	65	65	50	40	45	40	30	....	45	35	30
5	M. P. 885 - 898	60	60	50	40	45	40	30	....	45	35	30
5	M. P. 898 - 902	65	65	50	40	45	40	30	....	45	35	30
5	M. P. 902 - Casa Grande	60	60	50	40	45	40	30	....	45	35	30
5	Casa Grande - Picacho	60	60	50	40	45	40	30	....	45	35	30
7	Tucson, N. Yd., Westward Main track, signals 9883 - 9851						20	20	20	20	20	20
7	Tucson, Signal 9851 - M. P. 991	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 991 - 997	65	65	50	40	45	40	30	....	45	35	30
7	M. P. 997 - 1004.27	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1004.27 - 1010.36	30	30	30	30	30	25	25	....	25	25	25
7	M. P. 1010.36 - 1012.62	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1012.62 - 1014.00	30	30	30	30	30	25	25	....	25	25	25
7	M. P. 1014.00 - 1016.77	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1016.77 - 1018.08	30	30	30	30	30	25	25	....	25	25	25
7	M. P. 1018.08 - 1018.75	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1018.75 - 1018.98	40	40	40	40	40	30	30	....	40	35	30
7	M. P. 1018.98 - 1020.63	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1020.63 - 1021.31	40	40	40	40	40	30	30	....	40	35	30
7	M. P. 1021.31 - Mescal west interlocking limits	50	50	50	40	45	35	30	....	45	35	30
7	Mescal interlocking limits, normal route	35	35	35	35	35	25	25	....	35	25	25
7	Mescal other crossovers and turnouts	15	15	15	15	15	15	15	....	15	15	15
7	Mescal east interlocking limits—M. P. 1026	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1026 - 1029	65	65	50	40	45	40	30	....	45	35	30
7	M. P. 1029 - 1030.86	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1030.86—west switch Benson	40	40	40	40	40	30	30	....	40	35	30
7	Benson yard	30	30	30	30	30	30	30	....	30	30	30
7	East switch Benson - M. P. 1036.96	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1036.96 - 1040.78 #(See foot note)	28	28	28	28	28	25	25	....	25	25	25
7	M. P. 1040.78 - 1041.98	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1041.98 - 1043.26	45	45	45	40	45	30	30	....	45	30	30
7	M. P. 1043.26 - 1044.50	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1044.50 - 1045.14 #(See foot note)	28	28	28	28	28	25	25	....	25	25	25
7	M. P. 1045.14 - 1047.50	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1047.50 - 1048.65	40	40	40	40	40	30	30	....	40	35	30
7	M. P. 1048.65 - 1050.65	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1050.65 - 1050.86	40	40	40	40	40	30	30	....	40	35	30
7	M. P. 1050.86 - 1058	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1058 - Willcox	65	65	50	40	45	40	30	....	45	35	30
7	Willcox - M. P. 1076	60	60	50	40	45	40	30	....	45	35	30
7	M. P. 1076 - 1080	65	65	50	40	45	40	30	....	45	35	30
7	M. P. 1080 - west switch Bowie	60	60	60	40	45	40	30	....	45	35	30
7	Bowie yard	15	15	15	15	15	15	15	....	15	15	15
7	Bowie - M. P. 1121	65	65	50	40	45	40	30	....	45	35	30
7	M. P. 1121 - M. P. 1122.51	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1122.51 - 1122.60	40	40	40	40	40	30	30	....	40	35	30
7	M. P. 1122.60 - 1124.44	50	50	50	40	45	35	30	....	45	35	30
7	M. P. 1124.44 - 1128.68	30	30	30	30	30	25	25	....	25	25	25
7	M. P. 1128.68 - Lordsburg	50	50	50	40	45	35	30	....	45	35	30

#Passenger trains handled by MT 1-2-3-4-5 class engines maximum speed 30 MPH.

Page	TERRITORY	PASSENGER		FREIGHT		LIGHT ENGINES RUNNING FORWARD	
		Maximum	Gas-Electric T 37 M 4, 6, 9, 11 C 8, 9, 10 Mk 2, 4, 5, 6, 7, 8, 9	Freight and Mixed Maximum	Engines Backing	T 37 M 4, 6, 9, 11 C 8, 9, 10 Mk 5, 6, 7, 8, 9	Mk 2, 4
5	Christmas Branch	40	....	30	....	....	....
5	M. P. 923.89 - 924.08	35	35	25	20	35	30
5	M. P. 924.08 - 955.93	40	40	30	20	35	30
5	M. P. 955.93 - 956.07	35	35	25	20	35	30
5	M. P. 956.07 - 964.28	40	40	30	20	35	30
5	M. P. 964.28 - 964.54	30	30	20	20	30	30
5	M. P. 964.54 - 968.79	40	40	30	20	35	30
5	M. P. 968.79 - 972.07	30	30	30	20	30	30
5	M. P. 972.07 - 972.15	15	15	15	15	15	15
5	M. P. 972.15 - 974.12	30	30	25	20	30	30
5	M. P. 974.12 - 974.20	15	15	15	15	15	15
5	M. P. 974.20 - 975.34	30	30	30	20	30	30
5	M. P. 975.34 - 975.48	15	15	15	15	15	15
5	M. P. 975.48 - 976.21	30	30	30	20	30	30
5	M. P. 976.21 - 976.36	20	20	20	20	20	20
5	M. P. 976.36 - 980.35	30	30	25	20	30	30
5	M. P. 980.35 - 980.41	15	15	15	15	15	15
5	M. P. 980.41 - 980.97	30	30	25	20	30	30
5	M. P. 980.97 - 981.03	25	25	25	20	25	25
5	M. P. 981.03 - 981.70	30	30	30	20	30	30
5	M. P. 981.70 - 981.78	25	25	25	20	25	25
5	M. P. 981.78 - 983.27	30	30	25	20	30	30
5	M. P. 983.27 - 987.43	25	25	25	20	25	25
5	Ray Jct. yard	15	15	15	15	15	15
5	M. P. 988.24 - 999.53	30	30	25	20	30	30
5	Hayden Jct. Yd. & R&GVRR	15	15	15	15	15	15
5	M. P. 1000.64 - Winkelman	30	30	25	20	30	30
5	Winkelman - Christmas	15	15	15	15	15	15
6	Nogales Branch	40	....	35	....	....	....
6	Tucson yard	15	15	15	15	15	15
6	M. P. 986.88 - Nogales	40	40	35	20	40	35
6	Nogales Yard	20	20	20	20	20	20
6	Globe Branch	40	....	30	....	....	....
6	Bowie yard	15	15	15	15	15	15
6	Bowie - M. P. 1137.03	40	40	30	20	40	30
6	Safford yard	15	15	15	15	15	15
6	M. P. 1138.00 - Pima	40	40	30	20	40	30
6	M. P. 1146.45 - 1178.03	40	40	30	20	40	30
6	M. P. 1178.03 - 1178.17	30	30	25	20	30	25
6	M. P. 1178.17 - 1206.83	40	40	30	20	40	30
6	M. P. 1206.83 - 1207.01	30	30	25	20	30	25
6	M. P. 1207.01 - 1217.52	40	40	30	20	40	30
6	M. P. 1217.52 - 1218.78	30	30	25	20	30	25
6	M. P. 1218.78 - 1220.59	40	40	30	20	40	30
6	Globe yard	15	15	15	15	15	15
6	Globe, Broad Street Crossing	6	6	6	6	6	6
6	M. P. 1223.09 - 1231.18	30	30	30	20	30	30
6	Miami yard	15	15	15	15	15	15
6	Miami—Live Oak	15	15	15	15	15	15

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.56	45	1.20	59	1.01
18	3.20	32	1.52	46	1.18	60	1.00
19	3.09	33	1.49	47	1.16	61	.59
20	3.00	34	1.45	48	1.15	62	.58
21	2.51	35	1.42	49	1.13	63	.57
22	2.43	36	1.40	50	1.12	64	.56
23	2.36	37	1.37	51	1.10	65	.55
24	2.30	38	1.34	52	1.09		

SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

PAGE	STATION	M. P. H.
2-3	Yuma street crossings	5
4-5-7	Tempe	20
4-5	Chandler	20
7	Casa Grande	25
8	Willcox	30
9	Nogales	20
10	Safford	15
10	Pima	15

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated.

Tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, maximum speed 50 M.P.H.

Tenders having water capacity in excess of 7,000 gallons, and including Classes 70-R-1 and 70-SC-1, maximum speed of engines.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When pilot removed	20 M.P.H.
When main rod only removed	30 M.P.H.
When side rods only removed	30 M.P.H.
When both main and side rods removed	20 M.P.H.
When hauled in train and all rods are on	30 M.P.H.
SP1, 2 and 3 when inside main rod removed or inoperative	30 M.P.H.
S and SE engines, and all other classes of engines when not equipped with engine trucks	20 M.P.H.

When all weight has been removed from any one pair drivers on an engine, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed 30 M.P.H.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Trains handling relief outfit must not exceed 25 M.P.H. main line or 20 M.P.H. on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 M.P.H. on straight track, and 15 M.P.H. around curves and on branch lines. Locomotive cranes must be handled in trains with heavy end forward.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger-carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

MILE POST	DESCRIPTION	
9-10	Yuma Valley R.R. (Spillway Spur)	Left Side
733.0	Yuma, ice platforms	Side
755.2	Granite Spur, chute on crusher track not clear car higher than ballast car.	
778.0	Gila River bridge	Side
891.0	Agua Fria River bridge	Side
907.0	Phoenix, ice platform	Side
914.0	Salt River bridge	Side
914.4	Tempe, Tempe Milling Co. spur	Side
921.8	Mesa, Texas Oil Co., Drew's spur and ice platform	Side
959.3	Gila River bridge	Side
972.4	Tunnel No. 1 (Christmas Branch)	Overhead and Side
972.5	Gila River bridge (Christmas Branch)	Side
975.4	Rock cut (Christmas Branch)	Side
985.3	Gila River bridge (Christmas Branch)	Side
987.8	Ray Junction, water tank spout	Overhead and Side
988.5	Tunnel No. 2 (Christmas Branch)	Overhead and Side
990.0	Tunnel No. 3 (Christmas Branch)	Overhead and Side
1002.1	Hayden Smelter	Overhead and Side
1003.5	Winkelman, ore bins	Side
1007.0	Finney, ore chute	Side
1009.2	Tunnel No. 4 (Christmas Branch)	Overhead and Side
984.2	Tucson, ice platform	Side
1029.6	Tubac, water tank spout	Overhead and Side
1049.8	Nogales, ice platform	Side
1008.1	Cienega Creek bridge	Side
1033.6	San Pedro River bridge	Side
1114.2	San Simon, water tank spout	Overhead and Side
1137.5	Safford, water tank and spout	Overhead and Side
1201.0	San Carlos, water tank and spout	Overhead and Side
1234.1	Inspiration spur, chute	Side

SURGEONS

LOCATION		NAME	TITLE
San Francisco	Cal.	Dr. W. B. Coffey	Chief Surgeon and Manager
Yuma	Ariz.	Dr. J. W. Stacey	District Surgeon
Yuma	“	Dr. C. S. Powell	District Surgeon
Yuma	“	Dr. D. Marchus	Asst. District Surgeon
Litchfield	“	Dr. R. L. Penn	District Surgeon
Buckeye	“	Dr. G. C. Rubel	District Surgeon
Buckeye	“	Dr. V. Jeffery	Asst. District Surgeon
Phoenix	“	Dr. Guy C. French	District Surgeon
Phoenix	“	Dr. H. D. Ketcherside	Asst. District Surgeon
Phoenix	“	Dr. J. E. Drane	Asst. District Surgeon
Phoenix	“	Dr. A. M. Tuthill	Asst. District Surgeon
Phoenix	“	Dr. George M. Brockway	Consulting Surgeon
Phoenix	“	Dr. W. O. Sweek	Consulting Surgeon
Phoenix	“	Dr. Win Wylie	Consulting Surgeon
Phoenix	“	Dr. D. F. Harbridge	Oculist
Phoenix	“	Dr. W. A. Schwartz	Aurist
Tempe	“	Dr. R. J. Stroud	District Surgeon
Mesa	“	Dr. R. F. Palmer	District Surgeon
Mesa	“	Dr. W. S. Sharp	District Surgeon
Chandler	“	Dr. J. M. Meason	District Surgeon
Chandler	“	Dr. C. L. Pohle	Associate District Surgeon
Coolidge	“	Dr. H. E. Pinkerton	Emergency Surgeon
Gilbert	“	Dr. L. M. Thompkins	Emergency Surgeon
Florence	“	Dr. G. E. Huffman	District Surgeon
Ray	“	Dr. O. E. Utzinger	District Surgeon
Hayden	“	Dr. C. B. Huestis	District Surgeon
Gila	“	Dr. G. C. Shirey	District Surgeon
Casa Grande	“	Dr. J. E. Redden	District Surgeon
Tucson	“	Dr. C. A. Thomas	Assistant to Chief Surgeon
Tucson	“	Dr. S. C. Davis	Division Surgeon
Tucson	“	Dr. V. G. Presson	Assistant Surgeon
Tucson	“	Dr. R. A. Wilson	Assistant Surgeon
Tucson	“	Dr. R. E. Hastings	Orthopedic Surgeon
Tucson	“	Dr. F. C. Shute	Assistant Surgeon
Tucson	“	Dr. W. G. Ure	Assistant Surgeon
Tucson	“	Dr. E. H. Brown	Aurist and Oculist
Tucson	“	Dr. T. H. Cates	Consulting Aurist and Oculist
Tucson	“	Dr. A. Ludwig Lindberg	Pathologist
Nogales	“	Dr. W. F. Chenoweth	District Surgeon
Benson	“	Dr. J. N. Morrison	District Surgeon
Benson	“	Dr. L. W. Moffitt	District Surgeon
Willcox	“	Dr. J. C. Wilson	District Surgeon
Willcox	“	Dr. B. E. Briscoe	District Surgeon
Bowie	“	Dr. F. W. Parrish	District Surgeon
Lordsburg	N. M.	Dr. C. B. Austin	District Surgeon
Lordsburg	“	Dr. E. M. Parham	Asst. District Surgeon
Safford	Ariz.	Dr. J. N. Stratton	District Surgeon
San Carlos	“	Dr. D. C. Lynwalter	District Surgeon
Globe	“	Dr. C. Gunter	District Surgeon
Globe	“	Dr. R. D. Kennedy	District Surgeon
Globe	“	Dr. W. A. Holt	Consulting Surgeon
Miami	“	Dr. C. M. Cron	District Surgeon
Miami	“	Dr. J. E. Bacon	District Surgeon

HOSPITALS

General Hospital, Southern Pacific Hospital .... San Francisco, Calif.

Division Hospitals { St. Joseph's Hospital .... Phoenix, Ariz.
St. Mary's Hospital .... Tucson, Ariz.

LOCATION HOSPITAL STRETCHERS

Yuma, Gila, Maricopa, Phoenix, Tempe, Ray Junction, Tucson, Benson, Bowie, Lordsburg, Globe.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ —(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
“ “ —A. R. E. No. 40- 154		78,000		
“ “ — “ “ 155- 224		89,000		
“ “ — “ “ 500- 506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500- 799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170.700	155,370		
“ (ACW) Cars 107-128			182,800	182,800
“ (ACW) “ 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
“ —72 ft. (ACI)			165,000	157,800
“ —72 ft. (ACW)			158,700	158,700
“ —Streamline—Single (ACS)			120,900	104,500
“ — “ —Art. (ACS)			205,400	172,600
“ —74 ft. (ACI)			180,915	173,125
“ —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
“ —70 ft. (ACI)	137,640		157,800	151,000
“ —70 ft. (ACW)	137,640		151,000	151,000
“ —72 ft. (ACI)			164,500	157,400
“ —72 ft. (ACW)			153,500	153,500
“ —73 ft. 6 in. (ACW)			163,000	163,000
“ —73 ft. 6 in. (ACI)			168,500	161,200
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000#
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)			156,000	156,000
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
“ —77 ft. (“ “) (ACW)			162,950	162.950
“ —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)			189,581	173,836
“ —79 ft. (NAC)	169,100			
“ —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (“ “ “) (ACI)			189,800	181,630
“ (Arch Roof) (ACI)			167,500	160,300
“ (“ “) (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
“ —77 ft. (ACI)			194,543	186,166
“		141,870		
Pullman-Observation (ACI)	160,800	153,000	177,314	169,200
“ “ (ACM)	160,800	153,000	192,300	176,300
“ “ Lounge (ACM)	171,200		194,900	178,900
“ “ “ (ACI)	171,200		187,682	179,600
“ —Bedroom (ACI)	167,600		183,920	176,000
“ — “ (ACM)	167,600		195,800	179,800
“ —Sleeper (ACM)	163,100		191,100	175,100
“ — “ (ACI)	163,100		180,075	171,500
“ —Tourist (ACM)	153,000		185,200	169,200
“ — “ (ACI)	153,000		168,663	161,400
Rail, Gas-Electric—400 H.P.	158,400			
“ “ “ —600 H.P.	167,200			

#Steel underframe.

CODE:

NAC—Non-Air Conditioned.
ACI —Air-Conditioned—Ice System.
ACM—Air-Conditioned—Mechanical System.
ACW—Air-Conditioned—Waukesha System.
ACS —Air-Conditioned—Steam Ejector System.

RATING OF LOCOMOTIVES—TUCSON DIVISION

IN Ms OF 1,000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Yuma to Tucson Via Gila	Tucson to Yuma Via Gila	Yuma to Tucson Via Phoenix	Tucson to Yuma Via Phoenix	Tucson to Nogales	Nogales to Tucson	McQueen to Christmas	Christmas to McQueen
				*Helper	Single	Single	Single	Single	Single	Single	Single
M- 4	M-63 20/28 126	1617 to 1713	190	3050	2900	3050	2900			3150	3750
M- 4	M-63 20/28 128-S										
M- 4	M-63 20/28 135-S										
M- 6	M-63 21/28 159-SF	1725 to 1769 1780 to 1803 1823 to 1825	200	3750	3600	3750	3600				
M- 6	M-63 21/28 150-S										
M- 9	M-63 21/28 150-S	1806 to 1822 1828 to 1830	210	3950	3800	3950	3800			4100	4900
M-11	M-63 22/28 153-S	1832 to 1835	200	4150	3950	4150	3950			4250	5100
M-11	M-63 22/28 162-SF										
T-37	T-70 24/28 146-S	2105, 2106	175	3800	3700	3800	3700				
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3400	3300	3400	3300				
C- 8	C-57 22/30 192-S	2513 to 2599, 2698 to 2860	210	4800	4600	4800	4600	3000	4100	4700	5600
C-9, 10	C-57 22/30 200-SF										
C-9, 10	C-57 22/30 194-S										
TW- 3	TW-50 20/26 120	2932 to 2945	170	3050	2900	3050	2900	2050	2600		
P-12	P-73 26/28 189-S-F	3120 to 3129	205	5000	4750	5000	4750				
Mk-2, 4	Mk-57 23½/30 206-S	3200 to 3240	210	5600	5400	5600	5400			5650	6750
Mk-2, 4	Mk-57 23½/30 230-SF										
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	6000	5750	6000	5750			6100	7300
Mk-5, 6	Mk-63 26/28 231-SF										
Mk-7, 8, 9	Mk-63 29/30 247-S	3300 to 3324	176	5700	6350	5700	6350				
Mk-7, 8, 9	Mk-63 29/30 257-SF										
F- 1	F-63 27½/32 273-S	3600 to 3652	200	5900	6700	5900	6700				
F- 3	F-63 29½/32 307-S	3653 to 3667	200	6300	7100	6300	7100				
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763, 3769	200	6600	8000	6600	8000				
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768									
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	5700	6400	5700	6400				
Mt-2	Mt-73 29/30-262-SF	4385 to 4390	210	5850	6600	5850	6600				
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5048	225	8000	8000	8000	8000				
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF										
Allowance for empty and underloaded cars		Less than 40 Ms. 40 Ms. to 50 Ms. More than 50 Ms.		6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0
					Double Kim to Mohawk	Double Saddle to Harqua					

*Helper 0.5 Yuma to East Yard; Helper 1.0 Except Helper C-8,9,10 with Classes Mk-7,8,9; F-1,3,4,5; Mt-1,2,3,4,5 SP-1,2,3 Pembroke to Mohawk, Lava to Sentinel, Gila to Estrella

DIVISION MILEAGE

Main Lines

Yuma to Lordsburg	S. P. R. R.		412.60	
Tucson to South Yard Junction	E. P. & S. W. R. R.		7.69	
Wellton to Picacho via Phoenix	A. E. R. R.	195.91		
	P. & E. R. R.	13.10	209.01	
Total Main Lines				629.30

Branches

Benson-Fairbank	S. P. R. R.	Benson Jct., Benson-Fairbank Branch to Benson, Initial Point E. P. & S.W. R. R.		.64	
Christmas	P. & E. R. R.	McQueen to Christmas	74.41		
	A. E. R. R.	McQueen to Christmas	12.26		
	R. & G. V. R. R.	Hayden Jct. to Hayden	.32	86.99	
Florence	A. E. R. R.	Florence Jct. to Poston		6.04	
Globe	A. E. R. R.	Bowie to Inspiration Jct		136.14	
Litchfield	A. E. R. R.	Litchfield to Litchfield Park		4.92	
Tempe	A. E. R. R.	West Chandler to Tempe Jct		8.73	
Creamery	A. E. R. R.	At Tempe	.47		
	P. & E. R. R.	Tempe to Normal Jct	1.74	2.21	
Mesa	P. & E. R. R.	At Mesa	.25		
	A. E. R. R.	Mesa to North Mesa	1.65	1.90	
Nogales	S. P. R. R.	At Tucson	.63		
	T. & N. R. R.	T. & N. R. R. Jct. to Calabasas	55.38		
	N. M. & A. R. R.	Calabasas to Nogales	9.78	65.79	
Total Branches					313.36
Total					942.66

RATING OF LOCOMOTIVES—TUCSON DIVISION—Continued

IN Ms OF 1,000 LBS. BACK OF TENDER

				EASTWARD				WESTWARD					EASTWARD					WESTWARD				
Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Tucson-Mescal	Benson-Dragoon San Simon Steins	Mescal-Benson Dragoon-Willcox Raso-San Simon Steins-Conrad Pyra-Lordsburg	Willcox-Raso Conrad-Pyra	Lordsburg-Pyra	Pyra-Mondel Steins-San Simon Raso-2 M. E. Cochise Dragoon-Benson Mescal-Tucson	San Simon Bowie	Bowie-Raso 2 M. E. Cochise-Dragoon	Mondel-Steins Benson-Mescal	Bowie-San Carlos	San Carlos Cutter	Cutter-Pinal	Pinal-Globe	Globe-Miami	Miami-Globe	Globe-Pinal	Pinal-San Carlos	San Carlos Tanque	Tanque-Bowie
				Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single
M-6 M-6	M-63 21/28 150-S M-63 21/28 159-SF	1725 to 1769 1780 to 1803 1823 to 1825	200	1950	1500	6000	2900	3250	6000	3650	2250	1500										
T-37	T-70 24/28 146-S	2105, 2106	175	2000	1550	6000	3000	3350	6000	3750	2300	1550	3700	2250	950	6000	1500	1050	950	6000	3150	2400
C-8 C-9, 10 C-9, 10	C-57 22/30 192-S C-57 22/30 200-SF C-57 22/30 194-S	2513 to 2599 2698 to 2860	210	2500	1950	8000	3750	4150	8000	4650	2900	1950	4900	3000	1310	8000	2000	1400	1310	8000	4170	3220
TW- 3	TW-50 20/26 120	2932 to 2945	170	1600	1250	6000	2400	2650	6000	2950	1850	1250	3200	1950	850	7000	1300	900	850	7000	2700	2100
P-12	P-73 26/28 189-SF	3120 to 3129	205	2600	2000	8000	3900	4350	8000	4900	3000	2000	4850	2980	1300	8000	1980	1390	1300	8000	4100	3200
Mk-2, 4 Mk-2, 4	Mk-57 23½/30 206-S Mk-57 23½/30 230-SF	3200 to 3240	210	2800	2200	8000	4250	4750	8000	5300	3250	2200										
Mk-5, 6 Mk-5, 6	Mk-63 26/28 210-S Mk-63 26/28 231-SF	3241 to 3277	210	3150	2450	8000	4700	5250	8000	5850	3650	2450										
Mk-7, 8, 9 Mk-7, 8, 9	Mk-63 29/30 247-S Mk-63 29/30 257-SF	3300 to 3324	176	3500	2750	8000	5200	5800	8000	6500	4000	2750										
F-1	F-63 27½/32 273-S	3600 to 3652	200	3700	2900	10000	5500	6100	10000	6850	4250	2900										
F-3	F-63 29½/32 307-S	3653 to 3667	200	4200	3300	10000	6300	7000	10000	7800	4850	3300										
F-4, 5 F-5	F-63 29½/32 306/B-61SF F-63 29½/32 306/B-62-SF	3668 to 3763, 3769 3764 to 3768	200	4750	3750	10000	7100	7850	10000	8800	5450	3750										
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	3800	2950	10000	5650	6300	10000	7050	4350	2950										
Mt-2	Mt-73 29/30 262-SF	4385 to 4390	210	3550	2800	10000	5350	5950	10000	6700	4100	2800										
SP-1 SP-2, 3	SP-63 $\frac{25}{28-32}$ 316/B-60-SF SP-63 $\frac{25}{28-32}$ 317/B-61-SF	5000 to 5048	225	5350	4350	10000	8000	8850	10000	10000	6150	4350										
	Allowance for empty and underloaded cars	Less than 40 M's		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
		40 M's to 50 M's		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"P"—Pacific
"F"—2-10-2
"MT"—Mountain
"SP"—Southern Pacific

Example:—Consolidation engine having 57-inch drivers, cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers.

$$\text{C-57}\frac{22}{30}\text{187}$$

ASSISTANT SUPERINTENDENT

J. P. NASH

TRAINMASTERS		
	W. C. PRYOR	Yuma
	F. W. CANTRELL	Phoenix
	J. J. COWIN	Tucson

CHIEF TRAIN DISPATCHER

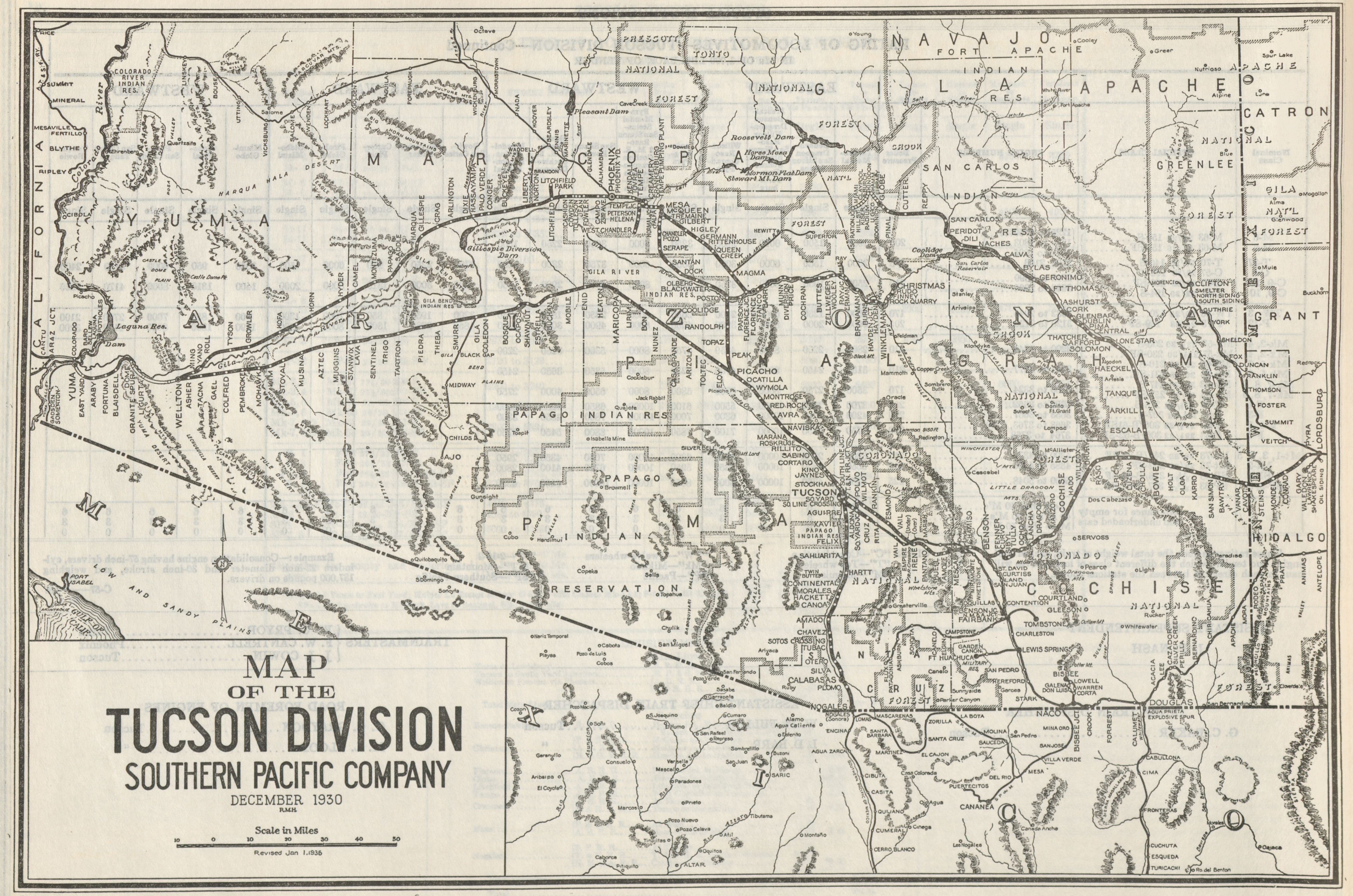
G. C. BAKER .... Tucson

ASSISTANT CHIEF TRAIN DISPATCHER

W. M. FULLER .... Tucson
L. D. BARR .... "

ROAD FOREMEN OF ENGINES

G. C. GRAYDON .... Tucson
M. L. FLOOD .... "


CALIFORNIA
ARIZONA
NEW MEXICO
MEXICO
YUMA
MARICOPA
PINAL
PIMA
GILA
GRAHAM
COCHISE
SANTA CRUZ
GREENLEE
NAVAJO
APACHE
CATRON
GRANT
HIDALGO
PRESCOTT NATIONAL FOREST
TONTO NATIONAL FOREST
FORT APACHE INDIAN RES.
CROOK NAT'L FOREST
SAN CARLOS INDIAN RES.
CROOK NATIONAL FOREST
APACHE NATIONAL
GILA NAT'L FOREST
CORONADO NATIONAL
CORONADO NATIONAL FOREST
PAPAGO INDIAN RES.
PAPAGO INDIAN RESERVATION
GILA RIVER INDIAN RES.
GILA BEND INDIAN RES.
COLORADO RIVER INDIAN RES.
FT. HUACHUCA MILITARY RES.
HARQUA HALA DESERT
LOW AND SANDY PLAINS
GULF OF CALIF.
PORT ISABEL
Colorado River
Gila River
Roosevelt Dam
Horse Mesa Dam
Mormon Flat Dam
Stewart Mt. Dam
Coolidge Dam
San Carlos Reservoir
Pleasant Dam
Gillespie Diversion Dam
Laguna Res.
YUMA
WELLTON
GILA BEND
PHOENIX
MESA
CHANDLER
PICACHO
TUCSON
BENSON
FAIRBANK
TOMBSTONE
BISBEE
NACO
DOUGLAS
NOGALES
GLOBE
MIAMI
SUPERIOR
RAY
WINKELMAN
HAYDEN
CHRISTMAS
SAFFORD
CLIFTON
DUNCAN
LORDSBURG
BOWIE
WILLCOX
COCHISE
CONTENTION
CHARLESTON
LEWIS SPRINGS
HEREFORD
SAN PEDRO
CAPTONE
CALABASAS
TUBAC
AMADO
CONTINENTAL
SAHUARITA
ORACLE
MAMMOTH
AJO
CHILDS
GUNSIGHT
SELLS
CAVE CREEK
WICKENBURG
SALOME
QUARTZSITE
BLYTHE
RIPLEY
CANANEA
AGUA PRIETA
FRONTERAS
ALTAR
CABORCA
SANTA CRUZ
MAGDALENA
NOGALES (Sonora)
SCALE in Miles
10 0 10 20 30 40 50

MAP OF THE TUCSON DIVISION

SOUTHERN PACIFIC COMPANY

DECEMBER 1930

R.M.H.

Revised Jan 1, 1936